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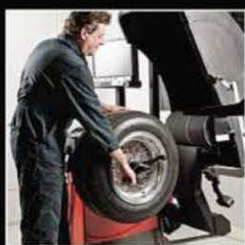
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Light fantastic

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Editorial

We're feeling particularly patriotic at the moment here at C&SC, mainly due to the collective joy of London hosting the 2012 Olympic and Paralympic games. But last week I got a glow of pride at just a 30-mile round trip to the pool with my six-year old. Why? Well, I've been lucky enough to drive my classic across Europe this year, the majority of it in glorious weather, but the only other old cars I've spotted abroad have been at specific classic events – or Brits on holiday.

Yet on that short run, my daughter and I were able to have a game of old-car spotting, with a diverse range of classics from the expected TRs and MGs to a late-'50s Ford Thunderbird. Yes, the weather was lovely, and we had taken the scenic route (mainly because one of my front brakes was binding), but still there is something peculiarly British about our urge to get out and exercise our old cars as regularly as possible.

One outing that is still a way off but we're already excited about is November's NEC Classic Motor Show. This annual highlight continues to captivate the team, and we're delighted to once again run our Club Awards, moved by popular demand to the end of the first day, 16 November, giving the winners more time to relax and enjoy their silverware for the rest of the show. If you're part of a car club and want to be in the running, turn to p17 for the categories and how to enter. **ALASTAIR CLEMENTS**

Worship of the wedge



If ever there was proof that you don't need to own an example to enjoy your dream car, it's occasional C&SC contributor Marc Sonnerly (above, centre). His passion for the Khamzin, a car that remains tantalisingly out of reach, led him to found the Maserati Khamzin Registry in 2004 to promote this under-exposed car. Earlier this summer, in association with Eau Rouge Publishing, he organised Khamzin Quaranta, the first Khamzin-only reunion, to mark the 40th anniversary of this masterpiece of Maserati's 'Citroën era'. With a record 27 cars gathering in Burgundy, France along with the car's legendary designer Marcello Gandini (above, on right), Marc must have been like a kid in a sweetshop.

Online offerings



Climb aboard a Porsche 356 Speedster and Jaguar XK120 with Julian Balme



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WHO SAYS IT UNDERSTEERS?

You may have seen this epic shot of Jim Clark doing what Jim Clark did best, but we make no excuses for running it again. Here the Scottish ace drifts his Aston DB4GT Zagato to fourth in the 1961 RAC Tourist Trophy at Goodwood. See p98 LAT

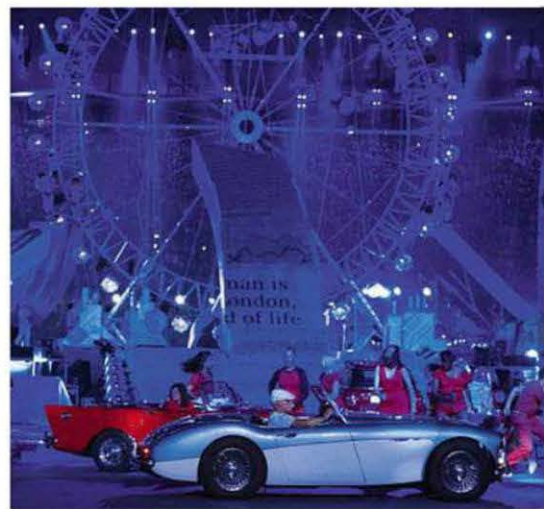


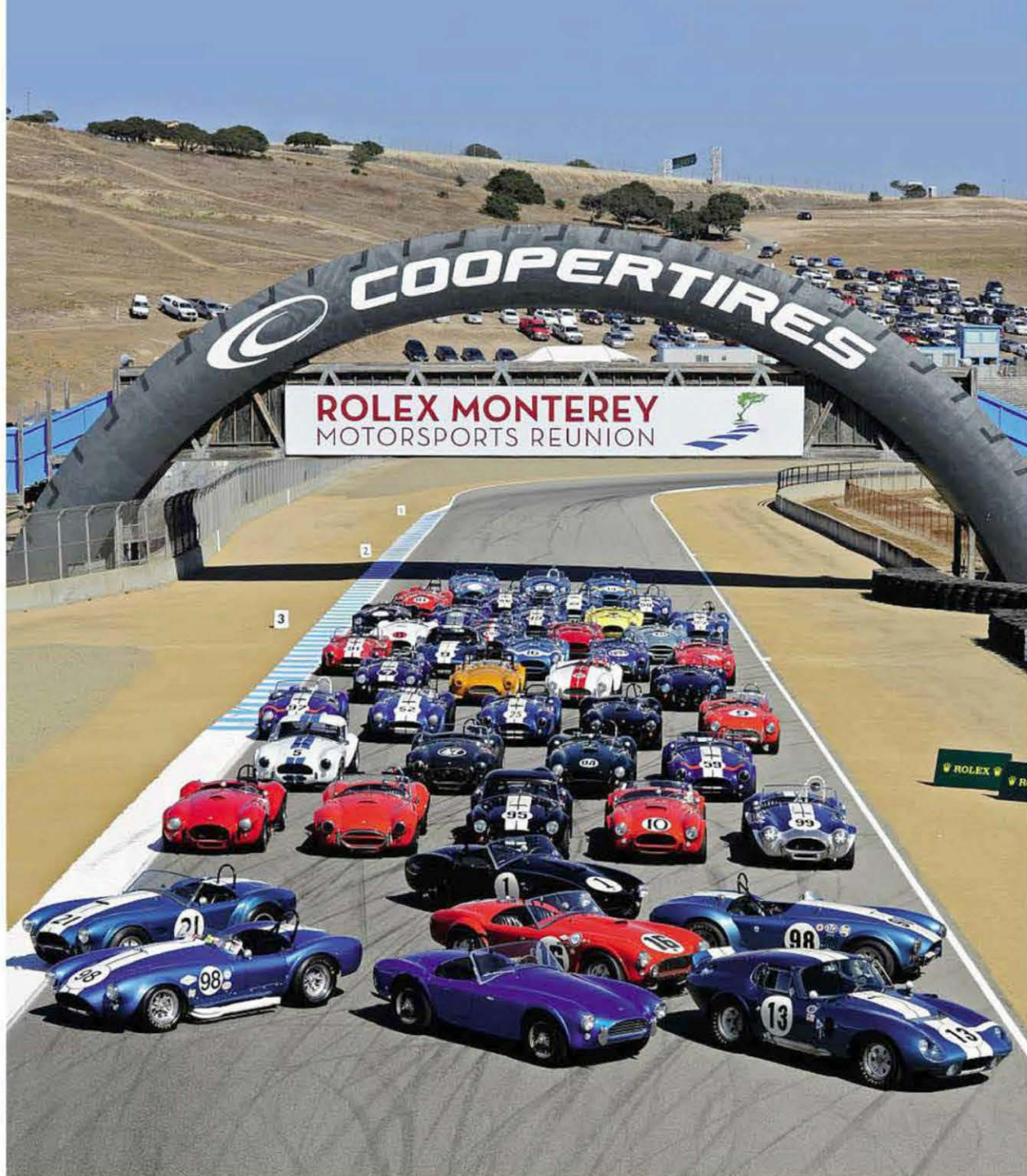
SILVERSTONE PAINTED RED

Another automotive anniversary was celebrated at the Silverstone Classic powered by the AA from 20-22 July (see p24). A record 60 Ferrari F40s joined a parade to mark the model's 25 years, followed by 50th-birthday lines for the MGB, Lotus Elan and Triumph Spitfire Jakob Ebrey

CLASSICS ENTER THE GAMES

Highlight for many of the London 2012 Olympic Closing Ceremony on 12 August was the healthy classic contingent, including Austin-Healey, Sunbeam Alpine and arch-enthusiast Rob Shand's three Ford Corsair Crayford convertibles Getty Images





SNAKES CHARM CALIFORNIA

Featured model at the Rolex Monterey Motorsports Reunion was the Cobra, to mark its 50th and pay tribute to creator Carroll Shelby. Every variant formed up at Laguna Seca, before 45 cars took part in a dedicated race. Full report on the Monterey historics in *Sport* next month **Eric Sawyer**

ART CARS COME TO LONDON

Frank Stella's 1976 3.0 CSL, César Manrique's 1990 730i and Matazo Kayama's '90 535i in a multi-storey car park in Great Eastern Street, Shoreditch as part of the ICA's 'Art Drive!' display of BMW Art Cars from 21 July-4 August. See p50 **Tony Baker**



Magnificent Mercedes 680S of Paul and Judy Andrews emerges from the fireworks smoke to applause and signature Pebble Beach streamers



Mann's stunning DuPont: one of just 273



Sublime ex-King Leopold '55 Ferrari 375



Getting steamed up: Swan chases Cygnet



Davis with glorious 1911 Franklin racer

MERCEDES TOPS VINTAGE PEBBLE

An amazing 1928 Mercedes-Benz 680S won the 62nd Pebble Beach concours on 19 August against the toughest opposition in years at this high-profile California event. Fresh from a four-year rebuild by Paul Russell & Co, the Saoutchik-bodied torpedo roadster pipped the Villa d'Este-winning Alfa 6C-1750 Grand Sport of David Cohen and the spectacular 1935 ex-Maharaja of Indore Duesenberg J Gurney Nutting Speedster of William Lyon for Best of Show. Talking point of the winning Mercedes was the interior, which was originally trimmed with 670 lizard skins.

Multiple Pebble Beach-winner Sam Mann scooped the C&SC Trophy for the best open car with his rakish 1929 DuPont Model G Merrimac Speedster.

No post-war car has won Best of Show, but there were two fabulous contenders this year. Highlight of the impressive Ferrari display was a rare outing for the superb ex-King Leopold of Belgium 1955 375 Plus Cabriolet. Hidden away for several decades, the Pinin Farina beauty was a multiple champion for the Golomb family from Chicago.

"I've been waiting 30 years to see this car, and it's stunning," said a smitten *C&SC* editor in chief Mick Walsh. "You can see Pinin Farina's ideas that evolved into the California Spiders, and it's fitting that it appeared this year." Another black beauty was Michael Kaufmann's '48 Franay-bodied Talbot-Lago T26.

Unrestored cars were again a popular feature, none more so than Ted Davis' 1911 Franklin D racer. When this timewarp beast motored up the winners' ramp, its air-cooled 'six' with 12 stub exhausts sounded like a P-51 Mustang fighter. Davis also drove it on the road run down Highway 1 to Big Sur.

The 1914 Mercedes GP racer from the Collier Collection was among the many great cars making



Dunning, 102, was the crowd's favourite

their post-restoration debuts. British specialists Eddie Berrisford and Mike Riley's attention to detail included a new, more accurate body and original-style luggage – as used on the drive from Stuttgart to Lyon for the French Grand Prix.

A standing ovation greeted a special award for a remarkable woman, 102-year-old Margaret Dunning, who drove the '39 Packard 740 Custom Eight Roadster that she has owned since 1949 over the ramp to receive her prize.

Many entrants and visitors rated the event as one of the best, thanks to outstanding concours classes including Mercer, flamboyant Saoutchik coachwork and Cobras.

The biggest cheer was reserved for Evert Louwman's 1919 Brooke 25/30 Swan Car. The star of the Cars of the Maharajas class followed onto the ramp the 1919 Maharaja of Nabha Cygnet, an Indian electric car that mimicked the Swan in miniature. Louwman demonstrated the Swan's bizarre details, including steam from its nostrils and deposits from the rear, and then handed host Ed Herrmann a toilet roll to clean up after it.

Five questions for...



PAUL RUSSELL

Restorer of the 2012 Pebble Beach Best of Show

Was the Mercedes a challenge?

This was a great car with great ownership history. It was tired, but the restoration was a privilege.

Is the colour original? Yes: grey with red underbody. We found overspray on the body frame.

And what about the upholstery?

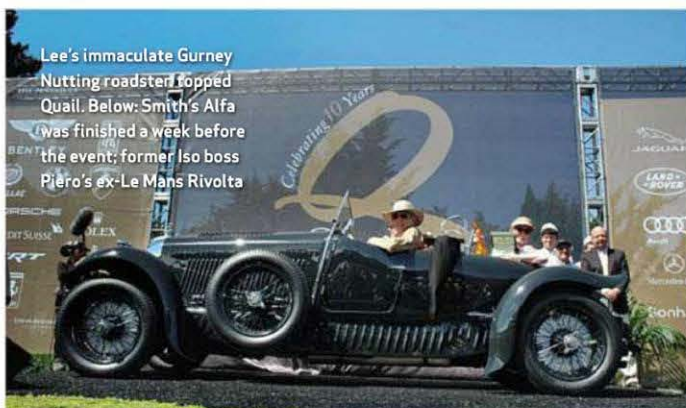
The car was retrimmed in leather in the '80s, but was sold new with lizard skin supplied by Alpina.

Who was Alpina? It imported exotic hides from the French colonies, including boa constrictor.

What's next in your workshop?

Something completely different: an ex-Ecurie Francorchamps 1958 Ferrari Testa Rossa.

Blower Bentley beats Latin exotics



Lee's immaculate Gurney Nutting roadster topped Quail. Below: Smith's Alfa was finished a week before the event; former Iso boss Piero's ex-Le Mans Rivolta

Reno collector Bob Lee snapped up another prestigious Best of Show at the 10th The Quail: A Motorsports Gathering in Carmel on 17 August. His '30 Bentley 4½ Litre 'Blower', with Gurney Nutting body, edged the Ferraris and pre-war Alfas.

But David Smith's stunning Alfa special nearly stole the show. At a glance, it looked like a short-chassis 8C-2900B but the new roadster is based on a 1939 2600B chassis and powered by a prototype 2½-litre V8, one of three built before WW2 and found in an Italian scrapyard.

With the help of 2.9 owner John Mozart, Pixar Animation and supremely talented Seattle-based hot-rod body specialist Adam Hart,



industrial designer Smith has created his dream car in 4½ years.

Other highlights included 27 Isos – the largest gathering of the marque – with four from Germany. Among the special guests was the Iso founder's son Piero Rivolta, who brought his Rivolta and the wild Valedo concept. Kiwi former GP ace Howden Ganley was reunited with his old Iso Formula 1 car.

Donald Osborne's delightful 1958 Fiat 750 Viotti Sport featured fake snails creeping over the flaking paint and won the FIVA trophy for Most well-preserved vehicle. "It came to the US with a Swiss *au pair*, and the Connecticut family loved it so much they bought it when she went home," he said. "They drove it for a few years before covering it and we found it in '07. It still has its original tyres and parking permit."

A raucous Cobra race group convoyed over from Laguna Seca with a police escort for a lunchtime display that included David Levi-an's 1963 260, CSX 2005, which was used at Carroll Shelby's High Performance Driving School.

Away from the cars, a gallery showcased the evocative 1960s portraits of Linda Weldon. "I went to my first race at Riverside in '65," Weldon recalled. "Drivers reacted well to a female photographer."



DAYTONA DISASTER

One of the six Daytona Cobras suffered what looked like serious front-end damage during the Rolex Monterey Motorsports Reunion. The car was in the hands of owner Rob Walton and the cause of the crash was unknown as C&SC went to press.



HUFFAKER BACK ON TRACK

Being seen at Laguna Seca for the first time since the mid-'70s was the Huffaker-tuned, 1973 IMSA-winning Jensen-Healey. The car, being driven by Joe Huffaker junior, was put into the meeting's fearsome Trans-Am tin-top group, but held its own.



GT40 GOES MAD AT RM

It wasn't the highest price achieved over Monterey week, but the buzz around the sales was all about the massive \$11million RM raised for its GT40. See p174 for more on the West Coast auctions extravaganza.



TASTY DENZEL AT CANTINA

Rarest classic at the Thursday 16 August evening meet at the Baja Cantina was an Austrian-built Denzel, but Sunbeam Tigers were out in force with 10-plus on site. The Anglo-American sports car even overshadowed a quartet of Panteras and a trio of Daytonas.

Cat purrs at Concorso

Star of the special Bertone centenary display at Concorso Italiano, at Laguna Seca Golf Ranch on 17 August, was a rare appearance of the 1967 Jaguar Pirana.

Newly restored, this 1967 Earls Court Motor Show sensation, built on a 4.2E-type, was originally commissioned by John Anster, the publisher of the *Telegraph* weekend magazine. Styled by Marcello Gandini, the dramatic GT later inspired the Lamborghini Espada, which made its debut the following year.

The Pirana was almost lost in a sea of red, however, as Ferraris and Alfas dominated the event with huge displays of benchmark models including more than 10 Daytonas, every one of them red! It wasn't all Ferrari, though, and there were particularly fine showings of De Tomasis, Apollos and Maseratis, as well as lonely (but lovely) examples of Siata, ASA and Stanguellini.



Bertone Jaguar Pirana took centre stage at Concorso



Daytonas: any colour as long as it's red



LAGUNA HOSTS RACING LEGENDS

Tributes to Carroll Shelby and the AC Cobra dominated the Rolex Monterey Motorsports Reunion at Laguna Seca from 17-19 August, but the race card spanned thundering Trans-Ams (above) to Formula Atlantics.

In the former, Jim Hague's AMC Javelin saw off a challenge from Chad Raynal's Camaro Z/28 and Ken Adams' Mustang, while Wade Carter III took the honours in the latter driving a March FA.

Jim Click from Tucson won the frenetic 40-strong Cobra race in his '64 289 and Brit Bill Bridges took part in his well-known 'Hairly Canary'. Full report next month.

Modified cars under threat from EU



Engine swaps could fall foul of the latest proposal

An EU amendment to vehicle-testing legislation has provoked spirited protests from classic-car enthusiasts. Following the recent decision to exempt pre-1960 cars from annual testing, this latest document includes a potential expansion of that to include all 'vehicles of historic interest'. Cars that are more than 30-years old would be exempt if they are in standard specification. Modified classics, however, would not be exempt because they don't fit the

definition of a historic vehicle, and the EU's wording suggests that they will not be able to pass the new test.

"I must stress that we are dealing with the proposal as currently written," said Mark Heverin from the Department for Transport. "The problem, as we see it, is that if a vehicle does not classify as historic due to having been modified, it cannot be tested because it no longer meets the original 'Type Approval'. However, this is yet to be clarified."

"The definition of a historic

vehicle is unrealistic and unworkable and is therefore unacceptable," said Rosy Pugh from the FBHVC. "Modifications, alterations and improvements are all part of the history of motor vehicles." The FBHVC has also stated that the proposal for a 30-year rolling date for test exemptions "could be very dangerous without deeper consideration of the consequences".

Before being adopted, the proposal still has to go through the EU governmental process as well as approval by each member country. You can read the FBHVC's full statement on our website.

The EU's 'historic vehicle' definition

- It was manufactured at least 30 years ago
- It is maintained by use of replacement parts which reproduce the historic components of the vehicle
- It has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension
- It has not been changed in its appearance



MOSS DRIVES FANGIO'S SLR

The Classic Days meeting at Schloss Dyck in Germany (3-5 August) attracted 27,500 enthusiasts. Sir Stirling Moss thrilled the crowds with demo runs in the ex-Juan Manuel Fangio Mercedes-Benz 300SLR.



AUDI BUYS AUTO UNION

Audi Tradition has added the twin-supercharged 1939 D-type to its collection of Auto Unions. The car was found in the former Soviet Union by Paul Karassik and restored in the early 1990s. It will be displayed at Audi Museum Mobile after appearing at the Goodwood Revival.



STUTZ WINS IN KENTUCKY

Best of Show at the Keeneland Concours d'Elegance in Kentucky, USA from 19-22 July went to the sole-surviving 1929 Stutz Model M Lancefield Coupe, owned by the Mitchell Collection. More than 100 cars took part in the static show and tour d'elegance.



ALVIS IS CONCOURS STAR

The Shelsley Walsh Classic Nostalgia event on 28-29 July included a concours d'elegance that was supported by C&SC. It attracted an eclectic entry of 100 cars, from Railtons to MGs and Alfas, but judges Simon Taylor and James Page awarded overall victory to Peter Male's superb Graber-bodied Alvis.



St Mary's Trophy will again be a highlight

Saloons to rock Revival

The 50th anniversary of the Ford Cortina will be celebrated at the Goodwood Revival from 14-16 September. A line-up of Mk1 examples is set to take pride of place outside the RAC Earls Court exhibition site. Saloons will assume a leading role on-track, too, with the winner of last year's TT Celebration, Kenny Bräck, due to drive an Austin A95 Westminster in the St Mary's Trophy. The race for 1950s tin-tops will also feature the likes of Martin Brundle and Derek Bell. Call 01243 755055 or go to www.goodwood.co.uk/tickets

Caption competition

The wittiest suggestion to go with our archive photo will win a superb 1:32-scale Revell slot-car of our choosing



We like to rant about health and safety gone mad as much as the next person, but the stupidity of this stunt shocked even us. So now it's your turn to caption it. Send entries to Caption Competition (October) at the p6 address or e-mail captioncomp.C&SC@haynet.com and put 'October' in the subject line. Please include your full postal address.



AUGUST COMPETITION

So, what did people come up with for our rather disturbing picture of a Lamborghini Countach and what looked like a refugee from *The Rocky Horror Picture Show*? We liked Paul Johnson's: 'Lamborghini was confident that its new sales director would secure an order from Berlusconi'. But the winner is Julian Reddyhough for: 'Gary was delighted that, when deflated, his girlfriend fitted neatly in the front boot of his Lamborghini' – the best of the many blow-up doll gags.





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Lotus F1 glories relived at Brands



CLASSIC TEAM LOTUS/HUGO HOLDER

Donnelly in the Type 79 chases Andrew Morris in his Lamborghini V12-engined Type 102



Amazing line-up of tiddlers for Elan 50 race



Elans race again at Donington in September



Chapman aboard 49B ahead of demo runs

The grand finale of the Lotus Festival on 18-19 August was a demonstration from two of the firm's championship-winning cars. First out was the '68 Type 49B, with Lotus founder Colin Chapman's son Clive at the wheel, followed by the '78 Type 79 piloted by former team driver Martin Donnelly.

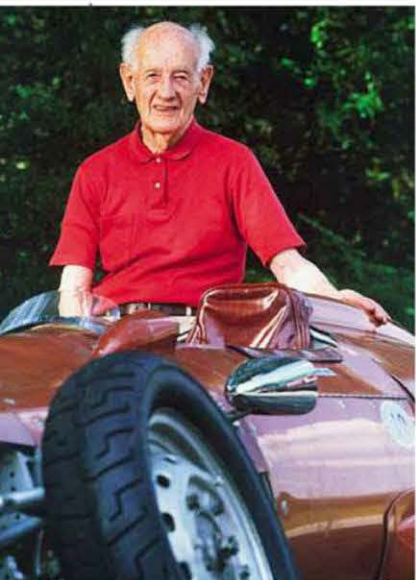
The Ulsterman also drove the Type 102 that he raced 22 years ago, with a 1989 101 rounding off the show of F1 exotica.

The inaugural Elan 50 race, celebrating the little Lotus' 50th anniversary, finished with Andy Wolfe coming out on top, ahead of Vicky Brooks and Andrew Marler. There was also a huge off-track display of Elans, along with further racing delights including a 1994 Type 107C, plus the Type 22 that featured in *Grand Prix* and an ex-Stirling Moss Lotus 18/21.

Plenty of roadgoing machines also graced the event, including Lotus Cortinas, Sunbeams and Carltons, plus a full showing of the firm's latest offerings. Among the club displays were the Historic Lotus Register, Club Lotus and Lotus Elan Central, bringing cars from every year of production including the oldest survivor, an Austin Seven-based MkII that joined Saturday's parade lap.

The autojumble offered a treasure trove of bits and was joined by a trade village featuring dealers, parts suppliers and specialists.

OBITUARIES



BILL MILLIKEN b.1911

The celebrated designer of the MX-1 'camber car' (C&SC, Nov '02), has died at the age of 101. American Milliken started building the MX-1 in 1960. Inspired by the Kieft 500, this astonishing single-seater was powered by a two-stroke 1500cc engine, and its suspension could be adjusted to give 0-50° of camber.

Aviation was the engineer's first passion and, at the tender age of 16, he started building his own aircraft. Milliken studied aeronautics at MIT; after graduating, he specialised in flight-testing and analysis. He was also a keen motorist: he raced an MG TD following WW2, before moving on to a Miller 4WD and a Bugatti T54. Milliken was a founding member of the Watkins Glen Road Races, and his competition experience motivated his research into chassis dynamics.



MIKE HEWLAND b.1922

Transmission guru Hewland founded his eponymous engineering firm in 1957, and it didn't take long for the motor-sport world to adopt his gearboxes. These were initially VW-based, but it was the five-speed Hewland Mk4 of 1963 – developed for Formula Junior – that made the company's name. The combination of Cosworth DFV and Hewland 'box later dominated F1. Son William assumed control of the family firm after Hewland's retirement in '91.

Events diary

Shows, festivals and tours

SEPTEMBER

8-9 Beaulieu International

Autojumble NMM, Hants; 2000 stalls and c200 classics for sale 01590 612345; www.beaulieuevents.co.uk

8-9 Oldtimer Gala Concours in spectacular Schloss & Gut Liebenberg, Germany; 10am-6pm 0049 832 179 222; www.dieoldtimergala.de

15-16 Palos Verdes Concours

d'Elegance Featured marque Delahaye for the 20th running, at Trump National Golf Club, Palos Verdes, CA, USA 001 866 522 7746; www.pvconcours.com

15-16 Classics on the Green Croxley Green, Herts. Scammell run and display Sat (12-4pm), classic show Sun (from 10am). Entry by charity donation 07958 980711; www.watfordclassics.co.uk

22-23 Kop Hill Climb Fourth running of the celebration of the famous ascent in Bucks www.kophillclimb.org.uk

22-23 International Classic

Motorshow Classic vehicles plus clubs and automobilia, 10am-9pm at Oviedo Fairgrounds, Spain 0034 985 201144; www.cochesclasicosasturias.com

24-30 MSA Euroclassic From León, via northern Spain and south-western France before two nights in Vichy; laps of Jarama, Albi and Charade circuits plus checkpoints in Salamanca, Saint-Gaudens and at the Pic du Midi 01753 765000; www.msaeuroclassic.co.uk

27-30 Ilya Sorokin's Oldtimer-Gallery At the Crocus Expo, Moscow, Russia 007 926 179 87 65; www.oldtimer.ru

30 Bay to Birdwood Run Australian classic tour that draws up to 1500 vehicles, this year pre-'56 only with a 'Great Gatsby' theme 0061 88258 6547; www.baytobirdwood.com.au

OCTOBER

6-7 Auto-Italia-Houten For Latin cars and 'bikes at Expo Houten, The Netherlands. Martin de Vries 0031 35 6836 990; www.auto-italia-houten.nl

10-13 AACA Hershey Swap Meet Legendary Stateside autojumble 001 717 556 7720; www.hersheyaaca.org

11-14 Mdina Grand Prix With sprint along the 2.2km street course and concours in the centre of the Maltese town www.valettaqgrandprix.com

For more events or to add your own, go to www.classicandsportscar.com/diary

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The 1930 27 Litre Meteor Bentley

Designed and built by Bob Petersen, this fabulous piece of automotive engineering follows in the true English tradition of harnessing the maximum horsepower available to a vintage chassis, in this case producing some 875 BHP through its mighty 12-cylinder engine. Tremendous torque and handling, with remarkably good fuel consumption and beautiful road manners.



1959 Mercedes-Benz 300SL Roadster

This splendid example of the iconic 300SL Roadster has been well maintained by its previous owners, having purchased the vehicle some years ago from Coys. Recent work includes gearbox rebuild, high-capacity aluminium radiator, and overhauling of the vehicle's fuel injection system, along with ongoing routine servicing to ensure the vehicle is in excellent condition and ready to use.



CLASSICS SWARM INTO HARPENDEN

Midweek meeting draws all sorts, such as superb Vauxhall PA Cresta and mint Hillman Imp van



Classics on the Common was on course to set yet another charity record after the event attracted at least 10,000 spectators on 25 July. Jim Davies from the Harpenden Village Rotary Club organiser said: "We hope to be able to distribute almost £19,000 to our nominated charities and other good causes."

Several one-owner cars featured, such as Tony Cole's 1968 Wolseley 1300, which covered 100,000 miles in five years as business transport. It was up to 213,000 when the car was taken off the road to be restored in 1990: "I used to be a mechanic – my brother was the salesman at the garage where I bought it – and I did all of the work bar the spraying. I've kept it as original as possible, apart from converting to negative earth."

American John Eddleman acquired his S2 E-type new in 1970: "It was bought in the UK but to US-spec because we were going to the States. My wife is English and we brought it back with us and had it converted to right-hand drive."

Brian Gunson purchased his '73 Citroën DS23 Pallas 17 years ago: "It was restored in 2000 and is still how it was when it was finished. With all of the ruts in the roads these days, it is *the* car to have."

There were plenty of classic campers, too, such the delightful Bedford CA Romany Deauville that 'Jimbob' Summerfield rebuilt from scrap. He took it to Classics on the Green a week later (see p20).



Cole's lovely Glen-over-Spruce Wolseley



Eddleman's 1970 E-type with '61 Corvette



Gunson's DS with canine back-seat drivers

Siddeleys tour Wiltshire

More than 50 cars took part in this year's Armstrong Siddeley Owners' Club annual rally, about half of which tackled a 58-mile fun run from the Atwell Wilson Car Museum around Wiltshire on 14 July. The day after, they were displayed at the museum with eight guest cars from the Bristol Owners' and Drivers' Association.



Glorious 1919 30hp, NL 960, or 'Nellie'



Tanner wants to keep as-is; wife says no

David and Sheila Toms took their magnificent 1919 30hp. This 7ft 6in-high car is roadworthy again after a long spell in a museum and its owners are contemplating taking it to New Zealand for a rally.

Nearby was the '39 16hp of Bob Tanner, who repaired its cracked block as well as attending to many other items needed after a lengthy hibernation. The car has a fresh MoT but Tanner says that if he repaints it he'll have to spend more time looking after it, so he may just apply a coat of lacquer to stop the rust getting worse. His wife wants him to complete the restoration.



Bull's Espada: one of two Marone UK S3s



289 Register readies for Saturday parade

Clubs avoid Classic squelch

Most of the 7000 club cars at the Silverstone Classic from 20-22 July were kept away from the GP-weekend quagmire of a fortnight before – thanks to the organiser's lateral thinking – but not all. Hundreds of Lotus – many out to celebrate the Elan's 50th birthday – were allocated a slippery grassy bank while lots of much younger machines had the luxury of tarmac hard-standing.

Lamborghini Club UK didn't muster anything like the numbers of the Ferrari OC across the way,

but its selection was equally varied. Richard Bull – "well, it had to be, with a Lamborghini!" – bought his Espada S3 in '77 when it was three years old. "A lot of the problems that people have with these cars are because they aren't used enough," he said. "As for parts, it's just a case of finding out where they come from. Some of the suspension, for instance, was also used by Rootes."

A vast array of Cobra reps paid tribute to the late Carroll Shelby, culminating in a massed parade.

Harrogate hosts massed Citroën gathering



Citroënistes came from across globe for massive international club festival

IAN SEABROOK



Klein's Kégresse on showground croisière



Spectacular Clabot-bodied 11B cabriolet

A gathering of Citroëns is always guaranteed to include some unusual machinery, but with more than 2400 vehicles and 4200 visitors, the International Citroën Car Clubs Rally (ICCCR) in Harrogate, Yorkshire was sure to be something special. Held from 9-12 August, the already-quirky ranks of Gallic classics were dappled with some truly remarkable rarities.

In one of the largest gatherings of the Traction Avant ever seen in the UK, a Clabot coachbuilt 11B cabriolet created quite a scene. Its fabulous, flowing body was one of 10 produced in 1947 by the small company based near Paris.

A fully working Citroën-Kégresse half-track was equally fascinating, with the example

owned and restored by Rüdiger Klein of Eysershausen, Germany regularly seen rumbling around the site. Incredibly, more than 5700 Citroën-Kégresse were built, but few survive – though several have been recreated (see p128).

There were three GS Birotors, one of which had been driven from Hungary. It has a two-rotor Wankel engine, but most were bought back by Citroën and destroyed after the costly project was canned.

The 'museum' proved popular. It featured cars from UK enthusiasts and from Citroën's Conservatoire, including a DS with a two-stroke, supercharged V4 engine and an original 2CV prototype from 1939.

The next ICCCR will be held in The Netherlands in 2016.



Matching German DS and caravan combo



Wrong-way steering Dyane proved fun

Send us your entries for the C&SC Club Awards!

This year, the Classic & Sports Car Club Awards will take place at the end of the first day, 16 November, of the Classic Motor Show at the NEC. The Awards, in association with Lancaster Insurance, are C&SC's opportunity to recognise and reward the sterling efforts of the classic car clubs. We need your nominations for our most important categories (below), while a selection of display and individual awards will be decided on the day. All nominations should be returned, with appropriate photos and brief explanations, to David Evans at the address on p6 before 12 October or e-mail david.e@haymarket.com

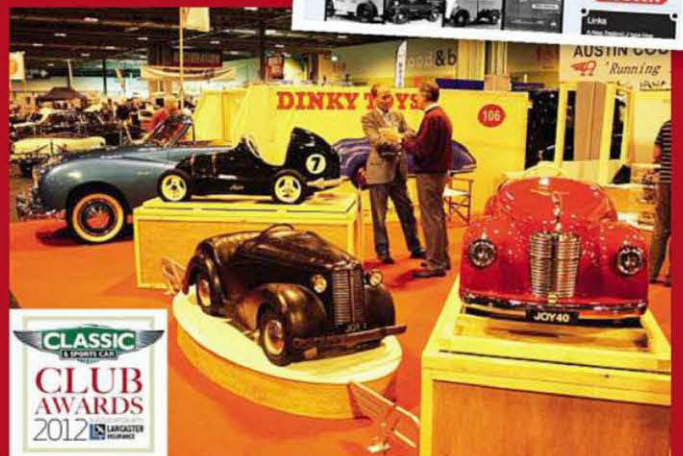
Only one entry will be accepted per club for each award, and entries should be accompanied by a letter from the club secretary – or other senior officer – confirming them as the club's submissions.

NOMINATIONS NEEDED

- Club Personality of the Year (the person who has done the most for a model, marque or club over the past 12 months)
- Club of the Year
- Best Club Run/Rally
- Best Club Show/Event
- Club Magazine of the Year
- Most Improved Club Magazine
- Best Club Website

PLUS, TO BE DECIDED ON THE DAY

- Best Club Stand (three awards)
- Best Themed Club Stand
- Most Interesting Selection of Cars
- Car of the Show
- C&SC Special Award (for the car that captures the judges' hearts)



Austin Counties Car Club won Best Small Stand in 2011; J Type van was Best Website



BLOSSOMING IN KENT GARDEN

The beautiful Beech Court Gardens at Challock in Kent provided the perfect setting for classics on 12 August. Those on display included the 1952 Bentley MKVI of Terry Wickens (above), as well as Elaine and Derek Strand's 1937 Austin 18/7 Chalfont.



MATCHING NUMBERS IN ESSEX

The Matching Green Classic & Sports Car Club Show drew everything from hot rods to military vehicles on 1 July. Bernard Green took his 1923 Stanley Model 740B steamer, while Robert Jewers was in his beautifully restored '32 Packard two-door coupe (above), which he says is superb fun to drive.

Deeks aim for Gunpowder Mills



Fascinating DKW line-up included Robin Allen's 1000S and Dady's 1937 Meisterklasse

The DKW Owners' Club held its National Day to coincide with the car show at the Royal Gunpowder Mills, Waltham Abbey, Essex on 15 July. "We try to hold Deek Day at various locations so that regional members have a better chance of attending," said Malcolm Dady, who drove his '37 F7 Meisterklasse Special Saloon all the way from Shrewsbury. The F7 has a steel chassis with an ash frame, covered in plywood and topped with fabric.

Its transverse 700cc water-cooled two-stroke drives the front wheels.

The event's star vehicle was Fredrik Folkestad's super-rare '55 Type 30 'Schnellaster' or, roughly translated, Rapid Loader. This van features a low floor, a vast interior and is powered by a 30bhp 800cc two-stroke twin. It was sold new to a Swedish bank, which used it as a mobile payroll dispenser. "I saw it advertised for sale," said Folkestad, "so I flew out to Sweden, asked the



Folkestad's fab van, believed unique in UK



Simon's gorgeous 1000SP from Aberdeen

owner if it was up and running – to which he replied 'yes' – bought it and drove it back to England. It will cruise quite happily at 50mph, but a bit less when going up hills."

Club membership secretary and treasurer David Simon drove his Auto Union 1000SP from Aberdeen, while Alan Holroyd recalled 'Deeks' being prevalent when he did National Service in Germany. He always promised himself one and now has a smart '60 1000S.

Fiats swamp Garlenda

Garlenda in northern Italy is the home of the world's largest single-model car club – Fiat 500 Club Italia – and its museum. The picturesque little town also hosted the annual International Fiat 500 Meeting for the 29th time from 6-8 July. Participants came from every European country including the UK, plus Thailand, Israel, Japan, Australia and even Colombia.

Among the 900 cars in attendance were some beautifully restored examples, such as several early 500Ns. A vast number of modified cars turned up, too, some quite creatively and humorously customised. The event is famous for attracting 'derivatives', this year including NSU-built Neckar Winesbergs, Lombardi My Cars, Moretti Coupés and jeeps, plus Ghia Jollys, Autobianchi Bianchinas and Vignale Gamines. Pick of the rarities were a Ferves Ranger, a Baldi and even a pair of Automirage Pick Wick 595 beach buggies.

A huge Ricambi Mercato – spare parts market – offered a vast array of components. The club arranged drives each day, with 500s en masse scurrying over mountain passes and one trip to the beach nearby where the cars took over the jetty and surrounding areas.



Gamine, Bianchina, Neckar, Pick Wick



Steyr-Puch fronts 500s of every sort



Funky two-tone 105E on cool classic rims

Anglias follow suit at the Ace

Modified Ford Anglias from as far afield as Yorkshire and Lincolnshire converged on the Ace Cafe in north London for their annual gathering on 14 July. Although it was down on numbers from previous years, there were various potent machines sporting all manner of engines from classic Lotus twin-cams to state of the art Duratecs.

"More now feature period parts, thanks to the interest fuelled by the website 105speed.com," said C&SC senior contributor Julian Balme, "and several Angleboxes sported rare aftermarket Dunlop and Cosmic alloy wheels from the '60s."



YANK TANKS HELP CHARITY

Families supported by East Anglia's children's hospices were guests of honour as classic American motors took part in the first Zaks Charity Retro Run on 8 July. They met at the US-themed diner in Poringland, Norwich, before the 35-mile cavalcade.



SEATS TOUR THE COAST

Nearly 800,000 Seat 600s were made under licence in Spain from 1957-'73 and, says C&SC contributor Mario Laguna, they're still really popular. He joined a delightful posse of 30 cars that enjoyed a tour based in Denia on 15 July. It also featured a Renault 4CV, a Citroën 2CV, a cute '54 Austin and a Fiat 600 Multipla.



IGHTHAM ON THE AGENDA

The National Trust's Ightham Mote is one of Kent's most popular tourist attractions and on 22 July it hosted a local group from the Jaguar Enthusiasts' Club. Their cars were displayed in the courtyard of the magnificent medieval manor house at the request of the National Trust.



SAD TIMES IN STORRINGTON

Despite dismal weather, a third of the 300-strong Storrington and District Classic and Sports Car Enthusiasts turned out for the Storrington Village Day on 23 June. "It's a club where like-minded people can turn up for a chat, or to show their pride and joy to other SADCSEs," said Chris Mason.



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Going Green for Watford charities



Clockwise: lovely Bedford CA campers; Connor with Jag 420; Price's R5 Turbo



There's always a wonderfully varied turnout for Classics on the Green, which drew 1800 vehicles to Croxley on 1 August. The Watford & District Classic Vehicle Club show featured everything from a Ford Model T via a retired Foden winch lorry to Lamborghinis and Aston Martins. "We aim to raise about £2500," said a delighted W&DCVS director Kevin France. "We started earlier, at midday – and the new layout was successful – but people were still arriving at 8:30pm."

Rally driver and restorer John Price was one of the furthest travelled, bringing his mint Renault 5 Turbo all the way from Hereford. The stunning middle drew crowds all evening, as did an immaculate pearlescent white Turbo 2.

A strong Jag selection included the 420 that Emile Connor from Enfield has owned for 17 years and which has been resprayed in an MG shade of BRG that suits the car.

Nearby was Gary Begley's ultra-rare Citroën Visa GTI, one of just nine on the road in the UK. It has recently been recommissioned after seven years off the road, but has been in his family from new.



WEST BERKSHIRE BECKONS

C&SC's art maestro Martin Port is hoping for a record turnout at the Thatcham Classic in aid of Macmillan Cancer Support, 10am-3pm on 13 October. For gen, e-mail enquiries@thatchamclassic.co.uk or go to www.facebook.com/thatchamclassic



MAKE A B-LINE FOR BLENHEIM

All roads lead to Blenheim Palace for the finale of the MGB50 trilogy. Any MG will be welcome at the birthday celebration on 23 September, which will include a 120-strong B timeline, a factory workers' reunion, interviews with famous MGB drivers and a trade area. See www.mgb50.com for more.



Federation update

The Olympics has shown off all that is best about our country, but reserved for special mention by all those lucky enough to have tickets for Olympic venues – as well as all international visitors to the UK this summer – was the outstanding role played by volunteers, the Games Makers. These are people who gave up many days, unpaid, to help out with a spectacular once-in-a-lifetime event. It does take a special type of person to keep smiling and doing a thankless task for no reward, other than the warm feeling generated by a job well done.

All clubs rely on volunteers. The larger ones have a few salaried staff yet still need extra help to run smoothly. Small clubs could not exist without voluntary help. A contribution to the running of your club need not be large, though it will always be appreciated – as will a few kind words of thanks or praise at the conclusion of a successful event. If you have a skill – or just a few hours of free time – do consider helping your organisation to stay afloat. If you are not able to find any time or energy, a short e-mail or a few words of thanks will always be gratefully received by those who have put in some hard work.

The Federation is not immune to the need for voluntary help. Our AGM at the beginning of October includes the usual election of half of the board. As well as board members, sub-committee members are also sought. Please do get in touch if you would like to find out more.



Volunteers ensure that a club's lot is a happy one, particularly at major shows



CHRIS CUNNINGTON FBHVC CHAIRMAN

FBHVC lobbies in Brussels and Westminster. For info: call Rosy Pugh on 01865 400845, e-mail secretary@fbhvc.co.uk or see www.fbhvc.co.uk

Clubs diary

Shows, meets & gatherings

SEPTEMBER

9 Classic Ford Day At Crich Tramway Village. Also (VW) Beetle Drive on 23rd 01773 854321; www.tramway.co.uk

9 Mudeford Meet Second Sunday of the month at Mudeford Quay, Christchurch (also 14/10) www.mudefordmeet.co.uk

13-16 Corvette Funfest Massive Chevy gathering at Mid America Motorworks, Effingham, IL, USA 001 866 350 4541; www.corvettefunfest.com

15-16 Malvern Classic Weekend & Autojumble Inc Classic Commercials (Sat) & BMC Day (Sun), Three Counties Showground. Also Autumn MG & Triumph Show in the Exhibition Hall, Donington Park (16th), and Staffs Classic Car Show & Jumble at Uttoxeter Racecourse on 30th 01484 667776; www.classicshows.org

16 Retro Truck Show For 1965-'95 vehicles, at Gaydon. Also Gaydon Autumn Classic and Cream Tea Run on 23rd (with a charity car-boot sale) 01926 641188; www.heritage-motor-centre.co.uk

19 TVR + Lotus + Ginetta Night From 6pm, at the Ace Cafe London, plus the All American Cruise-In + T'bird Special from 4pm on 29th 020 8961 1000; www.ace-cafe-london.com

19-22 Turner USA Reunion On Put-In-Bay Island, Ohio, USA E-mail: jdruth@att.net; www.turnersportscars.co.uk

22 Saffron Walden Motor Show Event in aid of the Lions, for classic and vintage vehicles, on the common 07871 197915

27 Chelmer Valley Car Meet From 8pm, at The Lodge, near Battlesbridge 01245 268157; e-mail: colinmoles@hotmail.com

28-30 American rod and custom show At Fort Paull, Hull, East Yorks, including Show and Shine on the Sunday 01709 542555; e-mail: yancs1@yahoo.co.uk

30 Land-Rover Heritage Run From Lode Lane, Solihull, to Gaydon 01926 645029; www.heritage-motor-centre.co.uk

30-6/10 Minis to Marseilles An MCR tour to France www.minicooper.org

OCTOBER

6 Swiss Classic British Car Meeting Massive Anglophile gathering in Morges marks 50 years of the MGB, 20 years of the RV8 and 50 years of the Lotus Elan 0041 21 825 4531; www.british-cars.ch

For more events or to add your own, go to www.classicandsportscar.com/diary



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Photo courtesy of The National Motor Museum



TOP 1952 BENTLEY R-TYPE CONTINENTAL, Chassis no. BC7A

LEFT 1964 ASTON MARTIN DB5 CONVERTIBLE, Chassis no. DB5C/1523/R

MIDDLE 1932 ROLLS-ROYCE PHANTOM LL SEDANCA by Gurney Nutting, Chassis no. 3TA

RIGHT 1970 FERRARI 365 GTB/4 DAYTONA, Chassis no. 13653

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Coombs won both GP Masters races, but had an epic scrap with regular sparring partner Hartley

COOMBS LANDS CLASSIC DOUBLE

Just 0.21 secs separated the Tyrrell 009 of Bill Coombs and Steve Hartley's Arrows A4 in Sunday's Daily Express International Trophy at the Silverstone Classic from 20-22 July. After a gripping finale, Coombs – in Peter Orlando's ex-Jarier/Pironi '79-season F1 car – had the edge over Hartley, who was sideways across the line.

"Steve is always fantastic to race against," said a chuffed Coombs of his great Grand Prix Masters rival. "He's as hard as nails yet completely fair. We trust each other implicitly, so you can have some mega wheel-to-wheel racing. He won't go away! And it's great that the Express has brought the race back to life with all of the cars that made it so special."

Youngster Michael Lyons made sure that the two old stagers didn't have it all their own way – taking second at one point in the Penthouse Hesketh 308E – but had to be content with third in the end. He had established a strong lead in the first race, but spluttered to a halt after an electrical problem.

Lyons won the first Peter Gethin Memorial Trophy, though, with only 0.144 secs between his Lola T400 and the F2 March 742 in which Martin Stretton stormed up

to second after fluffing the start. The Lola looked set for the double, but its V8 blew on Sunday, leaving it to Stretton to harry Simon Hadfield's Trojan T101. Despite his best efforts, 'Danger Mouse' had to give best to the more powerful ex-John Watson Hexagon F5000 car – though only by 0.124 secs, the weekend's narrowest margin.

Things were almost as close in Group C. Gareth Evans had taken a comfortable victory in his Sauber-Mercedes C9 in Saturday's twilight race, but a determined Roger Wills kept him in sight for the first half of the 30-minute sprint in one of three Lancia LC2s. "It's a fantastic car to race," enthused Wills. "And the three Martini cars haven't been together since the '80s."

Evans had his work cut out on Sunday, and set the weekend's fastest lap after a nail-biting battle with the evocative Jägermeister Porsche 962 that Hervé Regout had put on pole. The German titans nearly traded paint after Evans nipped back in front at Stowe, but Belgian Regout was pipped for second by modern sports-prototype hotshoe Nicolas Minassian, who was blisteringly quick in Rupert Clevely's LC2. Given another lap, Minassian



Minshaw dominated both pre-'66 GP races



F2 vs F5000, with Stretton and Hadfield



Double Martini: Minassian (on left) passed Wills in the second Group C race, but couldn't catch double winner Evans in Sauber C9



Furiani's Alfa took on an army of Cortinas



Wills and Walker had a win each in pre-'61

could even have snatched the win.

Wills won the second HGPCA pre-'61 front-engined GP grid – part of two Lotus 16 1-2-3s – while Jason Minshaw's Brabham BT4 was victorious in the equivalent group for rear-engined pre-'66 single-seaters. "The car went really well," said Minshaw. "It's the first time we've had it out for three years."

Alex Buncombe more than made up for his Le Mans Classic disappointments by winning the Stirling Moss Trophy for pre-'61 sports cars, sharing a smoky Lister-Jaguar Costin with Silverstone chief instructor Chris Ward. "It was oil from the overflow falling on to the exhaust," explained Buncombe. "The same thing happened during practice so weren't unduly worried, and Chris kept his eye on the oil-pressure gauge after he took over."

Behind them was a battle royal, with seven cars contesting the other podium places. After a nip-and-tuck tussle – and a demon-quick changeover – the Cooper Monaco

'Minassian was blisteringly quick in Clevely's Lancia. Given another lap, he could have snatched the chequer'

of father-and-son duo Graeme and James Dodd finally grabbed second place from the dazzling polished-aluminium Lotus 15 of brothers Ewan and Jamie McIntyre. "That was one of the best dices I've had for a long time," said a delighted Jamie. "We must have changed places eight or nine times."

Buncombe also won both E-type Challenges, winning Sunday's second race – the last of the event – by 15 secs from Gregor Fiskien.

There was plenty of crowd-pleasing tin-top action, too, with a huge field for the Touring Car Trophy. The 2-litre Super Touring



Buncombe's Lister hounded by Minshaw's Maserati Birdcage, Listers and Lotus 15 pair



Back to the '70s, as Tom Pochcoil's UFO-liveried Capri heads Chris Scragg's Jaguar XJ12C



Sensational Ferrari 512M briefly led WSM

Cars had the grip and handling edge – and locked out the podium places on both days – but struggled to pass the thundering pack of Sierra Cossies down the straights. Rick Pearson's Nissan Primera won from the Vauxhall Cavalier of Frank Wrathall, while Craig Davies was twice the quickest GpA runner in his ex-Chris Hodgetts RS500 (C&SC, July 2012). And it was brilliant to see Tom Pochcoil's UFO Capri going head-to-head with Chris Scragg's glorious XJ12C.

A 50-car-plus grid for Saturday's 50-minute Alan Mann Trophy race for Under 2 Litre Touring Cars drew more than 20 Lotus Cortinas. Sean McInerney went solo to land the laurels from the Cortina of Leo Voyazides/Simon Hadfield and the Banks brothers Andrew and Max in an Alfa Giulia Sprint GTA.

Five questions for...



BILL COOMBS

MD of Thruxton Group Racing, who drives a car that he adored as a youth

How was the Classic? I'd done the British Grand Prix support race two weeks before, had a fuel-pressure problem, and had to park it – so it was fantastic to do as well as I did.

What's the draw of GPM? You need to slide the cars around to be quick – which I love – plus the challenge of having to heel-and-toe perfectly with the old Hewland dog-leg 'box.

Who were your heroes? The Lotus boys: Clark, Rindt and Fittipaldi.

Your dream drive? A JPS Lotus 72: it was ingrained as a youngster.

Looking forward to running the 009 at Thruxton? It's only a demo [at the CSMA festival], but it's quick around the back and it's a ground-effect car. We were pulling 2½g at Silverstone, which is impressive for an old car.

HISTORIC FORMULA JUNIORS

- 1 Jon Milicevic Cooper T59
- 2 Sam Wilson Cooper T59

RACE 2

- 1 David Methley Brabham BT6 2 Wilson

PETER GETHIN MEMORIAL TROPHY FOR F5000 & F2 CARS

- 1 Michael Lyons Lola T400
- 2 Martin Stretton March 742

RACE 2

- 1 Simon Hadfield Trojan T101 2 Stretton

ALAN MANN TROPHY FOR U2TC

- 1 Michael McInerney Lotus Cortina
- 2 Leo Voyazides/Simon Hadfield Lotus Cortina

STIRLING MOSS TROPHY

- 1 Gary Pearson/Chris Ward Lister-Jaguar Costin
- 2 Graeme/James Dodd Cooper T49

DAILY EXPRESS INTERNATIONAL TROPHY FOR GP MASTERS

- 1 Bill Coombs Tyrrell 009
- 2 Steve Hartley Arrows A4

RACE 2 1 Coombs 2 Hartley

HGPCA PRE-1966 GP CARS

- 1 Jason Minshaw Brabham BT4
- 1 John Harper Brabham BT4

RACE 2 1 Minshaw 2 Harper

GENT DRIVERS PRE-1966 GTs

- 1 Jon Minshaw/Martin Stretton Jaguar E-type
- 2 Leo Voyazides/Simon Hadfield AC Cobra

JAGUAR E-TYPE CHALLENGE

- 1 Alex Buncombe 2 Jason Minshaw

RACE 2 1 Buncombe 2 Gregor Fiskien

HGPCA PRE-1961 GP CARS

- 1 Philip Walker Lotus 16
- 2 Roger Wills Lotus 16

RACE 2 1 Wills 2 Walker

TOURING CAR TROPHY

- 1 Rick Pearson Nissan Primera
- 2 Frank Wrathall Vauxhall Cavalier

RACE 2 1 Pearson 2 Wrathall

RAC WOODCOTE TROPHY

- 1 John/Gary Pearson Jaguar D-type
- 2 Andrew Smith/John Young Cooper-Jaguar T33

RACE 2

- 1 Smith/Young 2 Pearson/Pearson

GROUP C

- 1 Gareth Evans Sauber-Mercedes C9
- 2 Roger Wills Lancia LC2

RACE 2

- 1 Evans 2 Nicolas Minassian Lancia LC2

RAC TT FOR PRE-1963 GT CARS

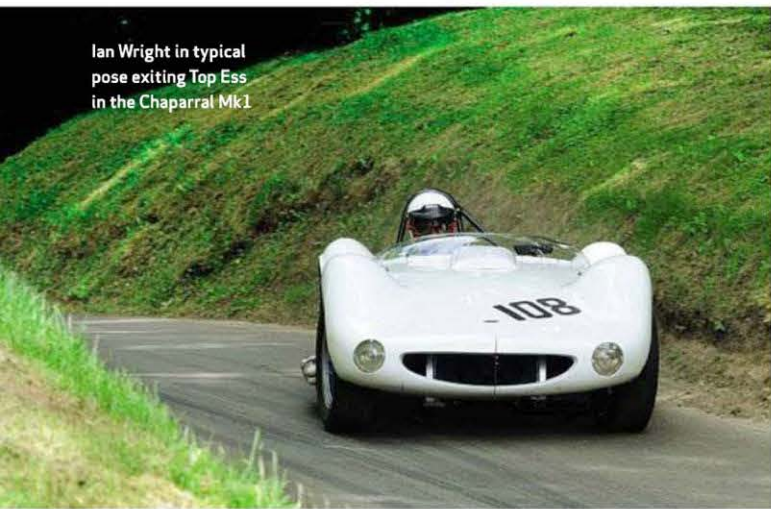
- 1 Nick Naismith/John Young Aston Martin DB4
- 2 Ben Adams Turner Mk2

WORLD SPORTS CAR MASTERS

- 1 Andrew Smith/Oliver Bryant Lola T70 Mk3b
- 2 Paul Knapfield/Martin Stretton Ferrari 512M

Shelsley hosts nostalgia-filled weekend

Ian Wright in typical pose exiting Top Ess in the Chaparral Mk1



An eclectic collection of racing machinery attacked the famous hillclimb at Shelsley Walsh's Classic Nostalgia meeting on 28-29 July. Rather than running as a two-day competition, the event featured a separate programme for each day. A highlight for many on the Sunday was the appearance of Richard Falconer's Chaparral Mk1 in the hands of Ian Wright, who

drove the 5.4-litre sports-racer with great verve, posting a best time of 35.71 secs. Wright also drove Falconer's 'Chap 2' replica.

It was Martin Jones, however, who twice claimed Fastest Time of the Day in his F5000 Chevron B42. On Saturday, he took the honours with a climb of 28.37 secs, repeating the trick 24 hours later with a time of 28.19 secs, which was



John Bennett's gorgeous Alfa Romeo TZ1



Ex-Raymond Mays Zodiac did demo runs



Twin Cam marked 90 years of Austin Seven

enough to edge out Peter Cox and Keith Harris, both of whom were also driving Chevrons.

Saturday's programme included the latest rounds of two highly competitive series. Andy Clarke won the Sports Car class of the BOC Paul Matty Sports Cars Classic Championship in his Alfa Giulia GTV; Ian Ritchie (Brabham BT21) claimed the Racing Car class. In the Luffield Cars MGCC Speed Championship, meanwhile, James Thacker's MG Midget won the up-to-1500cc category with a time of 37.10 secs. George Hopkins took the over-1500cc honours with an extremely rapid ascent of 32.70 secs in his RV8.

Away from the championship contenders, entrants were arranged into classes based on their age and type, rather than by engine size. Spectators were therefore treated to 1172cc Bucklers doing battle with Jaguar C-types, and MG Midgets taking on Porsche 911s.

Class winners on Sunday included Geoff Smith's 1929 Frazer Nash Super Sports, Terry Drinkwater's MGA and Ewan Cameron in the supercharged Farley Special.

Crabb takes FTD at wet Prescott



Clockwise, from main: Crabb made the most of a dry run in R12C; Spollen's Bugatti T51; Walker's Hispano Alphonso

Terry Crabb was the surprised but jubilant winner at the Vintage Sports-Car Club's annual visit to Prescott on 6-7 August. Driving ERA R12C, Crabb benefited from a dry run before the heavens opened, and clocked an impressive time of 43.43 secs, while favourite James Baxter in his Alvis-engined Frazer Nash special could not better 46.68 secs later in the day, on a course that, by then, was treacherous.

As always, it takes more than

heavy showers to dampen spirits at a VSCC meeting, and the 8000 spectators were treated to some lurid sideways action. Undoubted star was Mark Walker, who drove his 1905 200hp Darracq with great gusto and dominated the Edwardian class with a best run of 49.61 secs.

The Walker family had a good weekend, with brother Tom posting 67.40 secs in his Hispano-Suiza Alphonso, one of three present at the event. Both performances were



an appropriate tribute to their father John, a VSCC stalwart, who recently passed away.

As you'd expect at Prescott, there was a fine turnout of Bugattis, with Geraint Owen ending up fastest of them after a first climb of 46.07 secs in his Type 35B, to claim the Peter Hampton Tankard. The event also featured the return of the ex-Lord Raglan Type 51, which has recently been acquired from France by Bruce Spollen.

James storms Epynt ranges

Gareth James and Steffan Evans started the day as dark horses and ended it as overall winners of the Harry Flatters Historic Rally on 29 July after a sensational charge over the daunting Epynt Ranges. The west Wales crew took the lead on the opening stage in their Escort Mk2 and triumphed after 80 miles over the blind brows and sweeps of the Brecon Beacons venue.

"I've not done anything for a couple of years and it has been great," said James afterwards.

Dessie Nutt and Geraldine McBride, meanwhile, scored a resounding win in Category One in their Porsche 911, finishing ahead of Peter Stimpson and Mark Butler's impressive Ford Anglia.



Stimpson and Butler in their flying Anglia

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1957 Mercedes-Benz 300SL Roadster • 1968 Lamborghini Miura P400 • 1973 Ferrari 365 GTB/4-A Daytona
1987 Ferrari F1/87 Formula One Monoposto (Australian and Japanese GP winner) • 1993 Bugatti EB110GT
Please note that to respect client confidentiality not all motor cars available may be shown

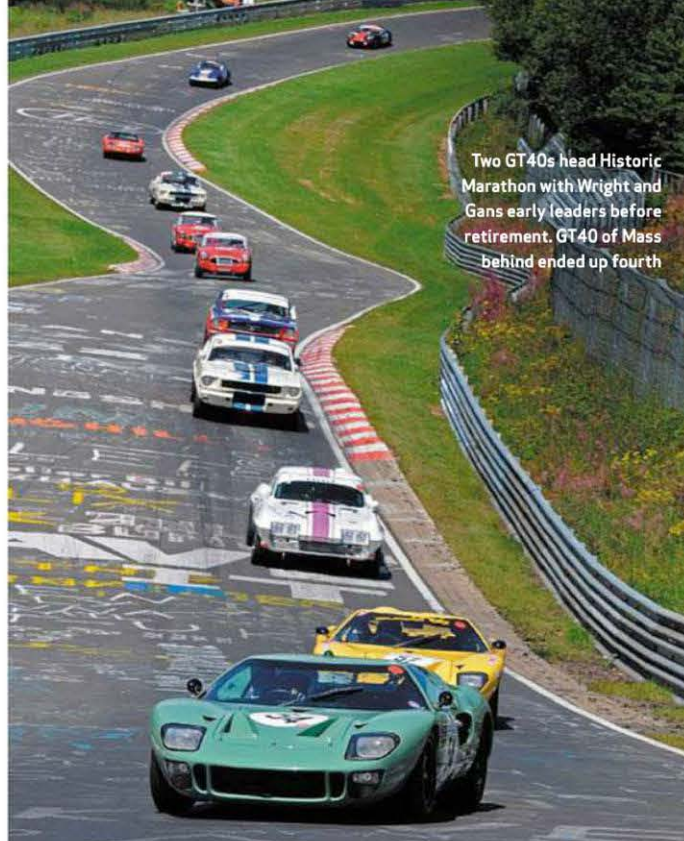
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Oliver Mathai heads gripping 935 contest



Above: fab M1 tussle. Below: Kraft's T63



Two GT40s head Historic Marathon with Wright and Gans early leaders before retirement. GT40 of Mass behind ended up fourth

Stars shine at Oldtimer's 40th

The German Gotcha Historic Racing Team's rapid Jaguar E-type won the Historic Marathon for the second year running at the Nürburgring Oldtimer Grand Prix from 10-12 August. Owner Count von Oeynhausen teamed up with Frank Stippler, but the early pace was set by the GT40 of Jason Wright and Michael Gans before retirement. The 3½-hour epic continues to attract stars: Walter Röhrl co-drove the runner-up Porsche 911 with Armin Zumbel, but he trailed the E-type by 5½ minutes at the finish. The Marcos GTS of Allen Tice and Chris Conoley put in another giant-killing performance to land third ahead of the GT40 of Jochen Mass and Christopher Stahl.

A special all-BMW race helped to mark the 40th anniversary of the original historic festival, with seven M1 Procars entered. Marcus Weege's E46 M3 GTR won Saturday's race, with Swiss Christian Traber taking the second in his M1 from Johnny Cecotto in BMW Classic's E36 320i. Other big names included Marc Surer in an E21 320i.

Lotus 16s dominated the pre-'61 grids, with Philip Walker heading Joachim Folch in the first contest. Miles Griffiths' nimble Cooper T45 just pipped Walker in race two from Julian Bronson, who got his Scarab to run strongly to take third after he retired in the first race.

Frank Stippler was back on Saturday, co-driving Willi Balz's

Long Tail Maserati Tipo 61 Birdcage to victory through the twilight in the 28-lap mini-enduro. Julian Majzub went solo in his Canadian Sadler to take second while the final podium slot went to Philip Walker and John Harper in a Lotus Eleven Le Mans. Majzub did better still in Sunday's 14-lapper, winning from Walker and Harper's Eleven.



Stephen Rettenmaier's superb Osca V12

Jags rally round the Alps



Robin and Liz Hall won 3.8 E-type class

After specialising in Microcars, the Liège-Brescia-Liège switched to Jaguars from 12-22 July. With 19 Es and 10 XKs, the event's RAC Rescue back-up team was kept busy as cars and crews battled with thunder and hail on Slovenia's Vrsic pass, then heavy traffic on the Stelvio. Competitors came from as far afield as the USA and South Africa. The XK group was won by Ian Fyfe and William Fountain's '53 XK120 (right). Goy Feltes, navigated by daughter Catherine in a '58 XK150S, was second, echoing his uncle's result in a Fiat 500 Abarth on the '58 LBL. Roger Bricknell and Dennis Greenslade topped the E-types in a '69 S2 roadster. Next year is the turn of TVR.



Sporting diary

Races, rallies, trials and more

SEPTEMBER

8-9 Bo'ness Hill Climb Revival

In Kinneil Estate, celebrating the career of Ron Flockhart, 50 years since his death 07906 576516; www.bonesshillclimb.org.uk

9-14 Liège Rome Liège 2500km from Enschede, The Netherlands to Sankt Wolfgang, Austria 0031 578 575100; www.thewintertrial.eu

14-16 Goodwood Revival Meeting Featuring the pre-'59 group for the St Mary's Trophy tin-top races, and a stonking all-Cobra contest 01243 755055; www.goodwood.co.uk

14-16 Angoulême Circuit des Remparts Includes a day of racing around the historic French walled town 0033 545 94 95 67; www.circuit-des-remparts.com

15-16 VSCC Loton Park Hillclimb 01608 644777; www.vsc.co.uk

20-22 Put-in-Bay Road Races Reunion On South Bass Island's roads, 12 miles offshore in Lake Erie, Ohio www.pibroadrace.com

21-22 Legend Coupe des Sources – Mémorial Claudy Soret Revival of the regularity, with two divisions www.coupedessources.be

21-23 Spa Six Hours A cracking line-up, with U2TC, GP Masters, sports-prototypes, plus the Six Hours 0032 87 66 28 66; www.roadbook.be

23 HSCC Brands Hatch Meeting Thrilling action on the Indy Circuit 01327 858400; www.hsc.co.uk

30 VSCC Snetterton Race Meeting Norfolk venue makes VSCC debut 01608 644777; www.vsc.co.uk

OCTOBER

6 Edinburgh Trial Last of The MCC's famous trio of trials 01952 613511; www.themotorcyclingclub.org.uk

6 Colin McRae Stages Gravel event, part of the Kololi Beach Club MSA British Historic Rally Championship 01865 864038; www.hrcr.co.uk

6-7 Dijon-en-Prenois Trophées Historique de Bourgogne Lots of single-seaters, plus sports-prototypes and GTs 01327 858400; www.circuit-dijon-prenois.com

For more events or to add your own, go to www.classicandsportscar.com/diary



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GRAND PRIX JIGSAW UP FOR GRABS



Fabulous Delage-ERA recreation Grand Prix racer is largely made up of pukka period parts

News of the late Alan Burnard's bequest to the Brooklands Society of a Delage 15-S8 has been well publicised, but the French racer was far from the only project that the enthusiast had on the go. Mark Donaldson (01252 845818; www.markdonaldson.com) has been instructed by Burnard's estate to handle the sale of the remainder of his garage, and was amazed to discover a package of parts to build a Bugatti Type 57, plus a Delage-ERA. "Alan owned one of the original Delage-ERAs in the '50s and considered building his own replica," said Donaldson. "He had a huge inventory of genuine Delage and ERA parts, so this project is really quite something!"

The partially assembled single-seater (with a guide price of £250k) has a reproduction Delage chassis and is fitted with an ERA 'six' numbered E10000/1 and believed to have originally been fitted to the ERA GP car GP1. There are new brakes and dampers, an ENV Type 110 preselector gearbox and parts of the body, plus the tail-mounted fuel tank, are already fitted.

The Bugatti (guide £75k) is similarly enticing for the mechanically minded, with a cache of bits including half of a late-series chassis plus various crossmembers; a numbered front axle; hubs, brake and suspension parts; an engine (no 509), crankcase and sump (340); plus an ENV preselector 'box' (AM 138). There's even a dash and wheel, plus a bulkhead and radiator surround to get you started on the body!



This fascinating kit of bits must represent by far the cheapest way into a Bugatti Type 57



Repro body painted in French Racing Blue



Damaged bulkhead from Delage team car 3

Boxed Bugatti reappears

Brightwells has also made a Bugatti find, having exhumed an intriguing 1931 Type 51 from an overgrown Worcestershire garage. "The car had been lying unused for nine years," said auctioneer James Dennison. "Trees had grown in front of the doors, and we had to move several rotting 1980s cars to gain access." Owner Alan Riley died earlier this year, but spent most of his life as a mechanical engineer and test-driver at Longbridge. He had numerous exotics, all run on a shoestring, and acquired the T51 in 1987, swapping it

for a 1931 Alfa 8C and a Maserati 250F. He had believed that it was the car driven to a '31 Casablanca GP win by Count Stanislas Czakowski, but this appears unlikely. "We have had the car inspected by a Bugatti expert and it is almost certainly a skilfully executed reproduction," said Dennison, "but may contain parts of the Czakowski car's chassis. Further research is under way." It will be sold without reserve on 26 September: www.brightwells.com



Bugatti was beneath piles of rubbish



Fiat 2300S is removed from the garage...



...where it passed the previous 34 years

Rare coupé in the backyard

Some 186,000 Ghia-bodied Fiat 2300S Coupés were made between 1960 and 1968, but the survival rate is low. In the UK there are seven on the DVLA's database, of 70 that were delivered, and Michael Moss owns three of them. One is a superb left-hooker with full history and another, found as a wreck, is now

rally-prepared. "While competing in the Rally of the Tests in my rebuilt car, a fellow driver told me that he knew of one," said Moss. "It had been owned from new in '64 by a couple who last used it to go on honeymoon in '76. It had been laid up ever since and still had lipstick-ringed cigarette butts in the ashtray, along with two tickets for the Forth Road Bridge at 2p each. All those years it had been in a barn within walking distance of my house! It is now undergoing a full restoration."

Reader find of the month

Send in a 200-word story plus a selection of photographs of your discoveries to the usual C&SC address or e-mail lost&found.C&SC@haynet.com and you could win £100!



Doug Whitbeck is a resident of Mason, New Hampshire, USA and has been out and about in the forests of his home state, where he stumbled across a fascinating pair of motoring relics that took some substantial automotive archaeology to identify. Whitbeck takes up the story: "In the woods of southern New Hampshire, only a few miles apart, rest the remains of two British-built classic cars."

"One is a small machine – and it is even smaller now – with a four-cylinder engine and a continental kit, which pretty much identifies it as a Nash [Austin] Metropolitan." The remnants of pastel-coloured paint still visible around the rusty chassis also back up this theory: "The Metropolitan may still yield a few spare parts – but most likely only larger castings."

"The second car shows the classic lines of a Jaguar XK120. The chassis of this car has recently been refurbished by the Jaguar's current owner, but it is very likely that he will be in the market for a complete new bodyshell."

Right and below: XK120 body is in a sorry state, but car is to be restored. Bottom: hints of bright blue paint on Metropolitan



Hybrid has no history

Daniel Rapley of Connecticut has a fire-damaged c1950 Allard J2 chassis. The engineless car was sold in 1974 by Grand Turismo Motor Enterprises of Long Island to a New Jersey collector, then sat untouched until Rapley bought it in 2011: "I saw it 10-12 years ago and tried to buy it, but with no luck. When the owner decided he wasn't going to restore the car, he sold it. I have the front wings, the grille and floor panels – one of which has the remnants of an old SCCA inspection sticker. The car has Firestone racing tyres, too, but no roll-bar. It looks to have been painted red, then green." E-mail: danielrapley@gmail.com if you recognise it.

Ford's long path to restoration

The E93A Ford Prefect drophead coupé was unveiled in '38, but just 667 cars were built before WW2. When he was 13, Keith Dewhurst from Cardiff bought a Ford Pop and, to help with "doing it up", obtained a parts book, on the front of which was an illustration of the 1938 range. He was taken with the Prefect, but it wasn't until 2009, when he was 54, that he was able to

buy one: "I was browsing eBay and saw a pile of bits that I recognised as a Prefect dhc. I had to have it."

HVX 151 was built in September 1939 as an export model, but never exported, and no early history is known. The buyer of an Essex farm found it in a barn in the late '80s and his son started a restoration, then lost heart. It later changed hands and a little more work was done before the new owner gave up and put the remains on eBay.

Dewhurst decided to ask his friend Tony Howes for help with the rebuild: "With so many unique parts missing, this will be the most expensive Prefect ever, but I have the satisfaction of knowing that I have saved a rare car." Of the handful of survivors, Dewhurst's will be the only one running in the UK.



Prefect as found in '80s by Essex farmer



Ford mid-rebuild, about to leave Cardiff



Drophead's restoration nears completion

Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p6 address or e-mail your requests to lost&found.C&SC@haynet.com



COMING IN FROM THE COLD

Derek Grayshon (gdgrayshon@hotmail.com) has a 1937 AC Earl of March four-seater tourer and is tracing the history of the car: registration AUS 431; engine UBS 7/551; chassis L555. "It suffered frost damage to the block nearly 50 years ago," said Grayshon, "and was stripped for a restoration more than 20 years ago."



CRASH-DAMAGED BRISTOL

Richard Squires (richard.squires@yahoo.com) would like to trace his late uncle's Bristol 411 Mk3. NYT 58L was in regular use until his uncle had an accident. It was thought to have been written off, but rumour has it that Bristol Cars bought the car back from the insurance company – though Squires has so far been unable to establish if this was the case.



IS SUNBEAM LONG GONE?

Author David Long sent in his wife's photo of the family car circa 1932, registered GN 7386. "I think it may be a Sunbeam Sixteen," said Long. "She's keen to know if the car has survived." If anyone can help, e-mail Long via mail@davidlong.info



MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to mware@oakenbrow.demon.co.uk

Electrified by a wartime rarity

Streamlined Breguet is highly original and came with factory manual (inset)



In 1907, Louis Breguet tried to break into the growing French market with 30hp and 50hp cars. Few examples were made, but at the same time Breguet was working on experimental aircraft; he later made a name for himself as an aeroplane manufacturer. During WW2 and the occupation of France, there was no civilian car production and no petrol. People still wanted to get around, however, so it was not unusual to see horses towing cars that had been turned into trailers.

Breguet worked out that if he were to build a small electric car,

there may be a market for it. His 'L Breguet voiture électrique Type A2' had six 12V batteries linked to a Paris-Rhone 72V motor, driving one of the two rear wheels; the other was fitted with a brake. The front axle, steering and brakes were Simca 5, and the body tapered towards the rear and was made of riveted Duralumin – very like an aeroplane. Inside were two seats, with a useful space behind. The tyres were remoulds,

because new rubber was impossible to obtain.

For the 2012 Le Mans 24 Hours, classic dealer Adrian Hamilton was staying at a local château. Exploring the grounds, he discovered a wartime Breguet, probably from '42, that the owner's father bought in 1949 but hardly used. Hamilton was so intrigued that he bought the Breguet, which is now in the UK and is for sale (01256 765000). The owner believed that it was one of only three or four survivors.



A SPECIAL IN WAITING?

The MkVI Bentley has long been popular with builders of specials, and one more that may go that way has been found in Pennsylvania, USA by Jan Wessel. The owner was left the car by a friend, but no history is known. The right-hand-drive chassis B27.4DM is now owned by C&SC reader Allyn Griffith and is for sale; e-mail: bearautoco@intergrafix.net



TRAGIC SPORTING TRIO

Michael Shelley discovered three roadsters returning to nature by the Boboli gardens in Florence, Italy. "After a walk around the gardens and museums, we sat on a wall for a rest," said Shelley. "Looking over, we saw a Fiat 124 Sport, a Spridget (above), plus a Triumph Spitfire under cover."



Despite surface rust, the Dorset is sound



Under the grime, the leather was excellent

Austin crosses County borders

The Barossa Valley, South Australia is famous for its wines, but a different kind of vintage cropped up recently near Tanunda. There were rumours circulating about an interesting car slumbering on a vineyard property, which turned out to be a 1951 Austin Dorset convertible. Peter Simmonds from the Austin Counties Car Club confirmed that a prototype was produced in the UK in 1948, but never went into production. In Australia, however, a number of Dorset convertibles were built, marketed as the Austin Falcon or A40 Smart Set Tourer.

The Austin was covered in dust, but otherwise in good condition for its age, with just a few knobs missing from the dash. The seats are remarkable, as are the sidescreens – even the hood is perfectly serviceable. The car was originally painted blue with a blue or grey hood with red piping. It had been in storage for 37 years, a decade after its owner got it as his first car. It was purchased locally from its original owner and was kept for sentimental reasons. He has now had to part with the car, and the timewarp Austin is looking for a new home.

Mystery Car Competition

Win a bottle of The Balvenie Signature 12 Year Old, a hand-crafted single malt (overseas winners will be offered an alternative prize)



Can you identify this unusual little coupé? Send in your answers by 1 November to Mystery Car Comp (October) at the p6 address or e-mail mysterycar.c&sc@haynet.com with 'October' in the subject line. Please include your full postal address.



JULY'S WINNER

We thought that this pretty coupé would be easy but, for the second month in a row, we have no outright winner. Perhaps our usual experts have been on their summer holidays? John Fisher got closest to guessing this car's origins by spotting that it is a coachbuilt special from the mid-'60s, and his best guess at the *carrozzeria* is Fissore, but can anyone else tell us which model, when and why?





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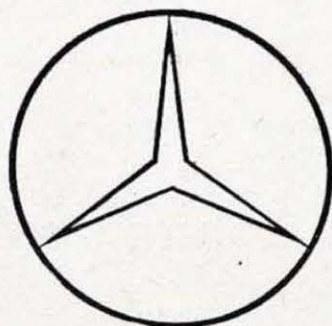
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Happy Birthday SL



photo:
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Mick Walsh

FROM THE COCKPIT

Mercedes-Benz always puts on a spectacular show with its pre-war titans, enlisting such top drivers as Jochen Mass who aren't intimidated by their power and lack of grip. But to see one race is another thing. The last person to compete in one of the fabled W125s was Neil Corner, who still talks about his epic drive at Monaco in '79 as if it was yesterday.

The event was the 50th anniversary of William Grover-Williams' win in the first Monaco GP, and Christie's sponsored the support race for pre-war single-seaters. When Corner heard about the meeting, the idea of racing his W125 around the Principality – following in the wheel-tracks of von Brauchitsch and Caracciola's '37 battle – was irresistible. "Six weeks before the event," he recalls, "I sent it to Dick Crosthwaite to sort the engine because it ran like a bag of nails. It was a big job, and the only test that I had before Monaco was four laps of Donington without the bodywork. The performance felt unreal and the only snag was that it jumped out of bottom gear."

During practice, the W125's problems started early: "I'd only done two laps when the water-temperature gauge went off the dial, but it was just that the instrument had failed. Unfortunately, the engine wouldn't restart and we missed the rest of practice. Martin Morris took pole in his ERA R11B, but I was still second."

The problem was diagnosed as closed points, and a pumped-up Corner was ready for the challenge of learning the course and harnessing the grunt of the W125: "We still had the hillclimb diff in the car, which perfectly suited Monaco. The organisers had given me dispensation to drive through late to my spot and keep the engine running. The grid is staggered at Monaco and I made a good start to get alongside Martin into Ste Devote, but then it jumped out of gear. In the drama I'd forgotten about the problem but blasted off up the hill and around Casino Square. By the Hotel Hairpin, I was back with the ERA but had a big moment into Portier. Gilles Villeneuve had blown his Ferrari and the track was covered with concrete dust. I was all

steamed up and right on the back of Martin. The W125 is a big car to spin, and I ended up facing the wrong way. Everyone went by, and someone told me that I'd passed the last car – an Amilcar C6 – by the time I was through the tunnel."

Corner drove masterfully for the next 10 laps, as ex-Crosthwaite & Gardiner mechanic John Hewett recalls: "We were standing by the Armco and each time Neil passed we felt it against our legs. John [Gardiner] was really annoyed that the newly made three-pointed-star inserts on the spinners were worn down from rubbing the barriers."

He was clearly on a mission: "The car ran beautifully for the rest of the race, and I only needed to change gear once – at Rascasse. I could feel the tail step out through the tunnel at 110mph in top. On the last lap I could see Patrick [Lindsay] in Remus and he locked all four wheels into Ste Devote. With smoke pouring off the tyres,

he waved me by. Another lap and I'd have caught Martin, but at least I got the fastest lap. The spin made a great race of it because the W125 would have just driven away from everyone."

A few weeks later Corner asked Juan Fangio to demonstrate the W125 at Donington as the highlight of the Gunnar Nilsson Tribute Day: "I advised the great man not to rev it over 4500. First lap around at the Chicane he gave it too much welly and the back came out. It was only his sheer brilliance that held it and he played to the crowd for the next few laps. In the pitlane, he reported with a big smile: '*Mucho potencial*.'"

During his ownership, Corner invited Rudolf Uhlenhaut to stay with him: "He recognised it as the hillclimb car that von Brauchitsch drove at Grossglockner, and remembered how they welded more bars into the chassis in a local barn because it flexed so much with the extra power."

Sadly, we won't have the chance of seeing two W125s at Goodwood Revival because Bernie Ecclestone, who now owns the Corner car, isn't interested in public displays. Wouldn't it be great if he enlisted Corner to demonstrate it? 

'I only needed to change gear once, and I could feel the back step out through the tunnel at 110mph'



One of the greatest historic drives: Corner's catch-up charge in the W125 at Monaco in '79

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Alain de Cadenet

INSIDE LINE

This year's pilgrimage to the Monterey Peninsula, California, for the 10-day extravaganza of racing, auctions and car shows kicked off early for me with a stop-off at the airport at Santa Paula, just inland from Ventura. If you want to learn to fly in a tail-dragger, this is a good place to do it. Concealed behind the doors of the ancient hangars lie some of the rarest machines in the State, and the folks in the restaurant are only too happy to talk vintage aviation with you.

From there, it was on to the quaint town of Ojai. The roads leading to it are among the best in southern CA. In fact, the Maricopa Highway (Route 33) that comes in from the north is as good as it can get: miles and miles of climbing and falling roads with a good surface, rather like a mini Targa Florio. The more so in an older car or on a motorcycle, of course. Apart from several interesting 1920s-style workshops, an Art Deco movie theatre, an architecturally pleasing parade of shops and plenty of outdoor cafés, the most extraordinary sight is the plethora of classic cars and trucks being put to daily use by the locals.

There's even a business restoring old vehicles on the main street and, hidden away, a few collections of the good stuff. I don't recall driving through orange and avocado groves in Europe, though Ojai is surrounded by them. Just about anything needing plenty of sun grows easily here and the colours are wonderful. Nature always gets the mix right. Malcolm McDowell lives just outside the town, surrounded by real oranges, and took me for a burn in his Austin-Healey 100. His example sports the Le Mans kit and it looks the business in the factory 100S racing colours – white with navy blue. I got blown to bits with the screen down, but it was worth it!

One of his mates has a warehouse packed with all kinds of kit: another 100M, an MG TD, a 427 Cobra, Jaguars, a Cooper Bobtail, Porsches *et al.* They're all on the button for use by the owner and his chums whenever they feel like it. How very civilised. Those '50s Brit machines are perfect for the climate, with enough grunt to make the driving a challenge. Climate? Malcolm hasn't had to use the hood for 20 years!



Actor McDowell loves top-down blasts in his Healey 100M

'The climate suits 1950s Brit machines: McDowell hasn't had to use the hood of his Healey for 20 years!'



Did Squadriglia Caccia inspire Ducati's Prancing Horse?



Delightful Ceccato – sole survivor of five made – packs a 75cc Taglioni twin-cam motor

This emporium is also shared by the irreplaceable Guy Webster – the world's living authority on all Italian 'bikes, in particular those built for the Motogiro d'Italia. The contest first took place over public roads in 1914, open to any road-legal motorcycle. After WW2, it was held for machines of up to 125cc and then 175cc because these were the only size that folk could afford. But their specifications grew year by year.

Names such as Ceccato, Mondial, Moto Rumi, Benelli, Morini, Gilera, Moto Guzzi and of course Ducati all made special 'bikes for the race and, it being a showcase for their products, the best are on display. That great designer Fabio Taglioni is well represented. Taglioni was responsible for, among many things, my favourite Latin machines: the 1970s 750cc bevel-drive Ducati twins. He did a twin-cam 75cc engine in 1949 for Ceccato before moving to Mondial and then built the first ohc motor for Ducati in '54.

What I spotted on one 'bike taught me something new. How come the 1956 Ducati 125 Gran Sport that was ridden by Italian champion Italo Piana had an obvious Ferrari Prancing Horse on its tank and fairing? The suggestion was that a member of the Ducati family was a pilot in the Squadriglia Caccia fighter squadron in WW1 and its famous commander, Francesco Baracca, had the *Cavallino Rampante* on the aircraft under his command. Accordingly, the symbol was used by Ducati on its racers. But... this may not be true. It also seems that Taglioni was born in the same town as Baracca, Lugo di Romagna. His father was also a pilot in WW1, so he sort of helped himself to the insignia. Good idea.

Either way, once Ferrari had registered the *Cavallino Rampante* as its trademark, Ducati removed it from the motorcycles. In fact, Baracca's horse was red and had the tail down, whereas Ferrari's is black with its tail up. Just something a philatelist notices immediately!

The Motogiro is still run every year and apparently it's the best event of its kind. The route goes via bits of Italy that you would never normally see – a poor man's Mille Miglia, only much better. Right up my street. I just need a 'bike. Now, what was Guy's number?



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James Elliott

MISFIRE

A few months ago, I wrote about the emotional turmoil some enthusiasts go through when they embark on trying to recreate a car that no longer exists (*Misfire*, May). Imagine, then, the pitfalls of attempting to build a car that never existed. And one that, had it come to being, would have been the work of the late Jean Bugatti. Wow, what does that take: to try to channel the thoughts of a great designer some 75 years after his death?

Project mastermind Peter Mullin, whose museum in Oxnard, California is dedicated principally to French Art Deco beauties, is well aware that he is just as likely to be condemned for arrogance as lauded for passion, but has pressed on regardless.

Here's the story so far: in 1939, Jean Bugatti died in a crash in his T57, leaving an unfinished Type 64 chassis. It passed through various hands over the years, but remained bare, none of the owners quite having the confidence (or gall?) to complete it.

Until it came to Mullin, that is. He explains: "My first thought wasn't even really about building the body so that the car was complete, it was more for the exercise of doing it and what I, and others, could learn along the way.

"I agonised about it for a long time. All of the car's previous owners had thought about doing it, but none had quite pulled the trigger. It was a huge step for me."

Having secured from Julius Kruta at Bugatti the only sketches of Jean Bugatti's planned car, showing the design for its 'papillon' doors, they were used as the starting point. Mullin then dreamed up a competition for students at the Art Center College of Design to shape the 'new' Bugatti Type 64. The results were impressive, but all included modern flourishes in the lighting or windows that certainly didn't say 1939. Course boss Stewart Reed then took over and compiled (for want of a better word) the results into a clay, along with his own ideas.

Mullin, the guru of 'French curves', adapted details of the clay to look more period (such as including a B-pillar) and work started in earnest.

An inkling to build a Perspex body so the Duralumin chassis would still be visible was abandoned, and a full-sized mahogany buck (weighing a mighty 1850lb against the proposed 800lb of the body) was built for the hand-beaten aluminium skin to be checked against.

The near-complete car (it may not look like it, but it drives) made its debut at The Quail: A Motorsports Gathering during Monterey Week.

So, that's it then: Jean Bugatti's final chassis shrouded forever by a modern interpretation. On the contrary, although the Type 64 will drive safely, the body is connected by just a quartet

of easily removed clamps. Underneath, the chassis is completely unscathed.

Mullin even says the two will probably be exhibited separately in his museum, with the body suspended above

the frame on wires: "That way, people will not only see the chassis, but also understand the process of how cars used to be built.

"If people aren't blown away by it, that's fine, but if they are negative solely because they disapprove of what we have tried to do, without even looking at the car or understanding that it is our tribute to Jean Bugatti, then I'll be disappointed because of the effort so many people have put into it."

None more so than Mike Kleeves who, along with his team of eight, has been working 100-hour weeks for months to get the Type 64 to where it is now. He says: "It's a very important project and Peter is doing it for the right reasons – to show people about coachbuilding."

So now, with the car just a couple of months from completion, Mullin's dream is close to realisation. Personally, I think it looks fabulous and, having spoken to him and been reassured that this is an exercise in education instead of some ego-trip (and, most importantly, that the chassis will remain sacrosanct), I applaud his initiative as much as I admire the craftsmanship.



Clay followed Art Center College's design by committee



Mike Kleeves with the Bugatti's hefty mahogany body buck



A proud Peter Mullin with the almost-complete Type 64 at Quail Lodge

19/09/2012/ Newbury Racecourse

1920/
Vauxhall 30/98 E-Type Tourer

1930/
Lagonda 3 Litre Tourer

1935/
Singer 1.5 Litre Le Mans

1951/
Lagonda 2.6 Litre Saloon

1955/
Jaguar XK140 Fixed Head Coupe

1963/
Lotus 23B Sports Racer

1968/
MG C GT

1981/
Datsun 280ZX



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For the Classic Collector



Simon Taylor

FULL THROTTLE

If you've never made your way to the lush and verdant Teme Valley in Worcestershire, and followed the quiet, meandering country lanes between the hamlets of Shelsley Beauchamp and Shelsley Kings until you get to the tiny church of St Andrew, you've never been to Shelsley Walsh. And you'll have missed maybe the best remaining example of motor sport as it used to be: friendly, good-humoured people exploring the limits of a great variety of motor cars, without forgetting that the real point of a speed hillclimb is to have fun.

The 1000 yards of steep, narrow lane that climbs out of that glorious valley is precisely the same – apart from an improved surface – as it has been since the Midland Automobile Club first ran an event there in 1905. It is, by some way, the oldest operational motor sport venue on the planet. Yet it's serious stuff: today the fastest single-seaters are approaching Bottom Ess at 138mph, and cross the finish line at almost 150mph, on a road barely 12ft wide. Perched high on the natural terraces beneath the trees, the spectators have a fabulous view of the action.

My two most recent visits have been for the annual VSCC event in early July, and the Classic Nostalgia weekend four weeks later. Standing beside the mighty Edwardian racers – such as Mark Walker's 1905 25.4-litre 200hp Darracq and Richard Black's 1903 13.5-litre Panhard – in the VSCC paddock as they're warming up makes for a simply unforgettable automotive experience. Walker, of course, is a proper chap, in that he rejects anything as namby-pamby as a trailer, and drives his massive and naked racing car on the road to all events. Careful study of the Road Traffic Act as it applies to pre-WW1 cars means that the Darracq is deemed sufficiently legal to astonish other road users in their hatchbacks and white vans as it thunders past.

Then there's one of my all-time favourite cars, Richard Scaddwell's Grand Prix GN, which has a 5-litre, air-cooled V8 airship engine from 1908 bolted into its skimpy 1919 wooden chassis, giving it an awe-inspiring power-to-weight ratio. Amazingly it, too, is driven on the road, even making sorties to mainland Europe, with Richard and his brave lady squeezed intimately into the tiny cockpit and minimal luggage strapped to its pointed aluminium tail.

At the Classic Nostalgia Shelsley, C&SC

supported a light-hearted concours d'elegance in the spectators' car park. As reported elsewhere in this issue, more than 100 cars, many of them truly impressive, lined up to be judged – a testing task for Yours Truly. The glorious Graber Alvis that finally won will have pride of place on the MAC's stand at the NEC Classic Motor Show in November. There was just as much variety in the paddock: when did you last see one Chaparral on English soil, let alone two? Marque guru Richard Falconer fielded his kosher Troutman & Barnes-built Chaparral 1 and his exacting Chaparral 2 recreation, which he has assembled around an original two-speed automatic transmission that was the secret ingredient of this charismatic machine when Jim Hall was winning USRRR races in the 1960s.

A few booths along, in precisely the correct metallic maroon, were two Broadspeed Mini Cooper 'S' team cars, one driven by Alan Broad,

and a genuine John Coombs 3.8 Jaguar Mk2 – one of just 20 prepared new for customers of the Coombs of Guildford dealership, rather than a later conversion. More thunderous tastes were catered for by a 1970 Can-Am McLaren and '78 F5000 Chevron, while the line-up of 500cc F3s included Iota, Creamer, JLR, Smith and Hornet, as well as the very Cooper in which the young Peter Collins cut his teeth at Shelsley at the start of his glittering but tragically brief career. And the course car was a gleaming black Ford Zodiac that was once Raymond Mays' daily driver: with Mays head and triple SUs, of course.

I heard one spectator, drinking in the wealth of mechanical history as he wandered around the friendly open paddock, say to his companion: "Just think, I could have spent this afternoon beached on the sofa, gawping at the same old, same old Formula 1 on the telly. And I would have missed all of this."

'Walker is a proper chap, driving his massive and naked racing car on the road to all events'



Monstrous Walker 1905 Darracq on the line. Above: Chaparral 2 and Chevron GT3

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Martin Buckley

BACKFIRE

I have never had any trouble sleeping in a moving car (as a passenger). I have also spent nights in a stationary Lancia 2000 Sedan – complete with curtains – and a Vauxhall Viscount for bizarre reasons and would not recommend it... but there is something lulling about being in a car on the move. Get me on the psychoanalyst's couch and I'd probably tell you that this stems from a night-time trip to Worcester as a little lad on a mattress in the back of my dad's Moskvich van. I still have a strangely comforting vision of looking up at the Mancunian streetlights beginning to glow and then the visceral feeling of excitement of the M6 and M5 motorways as we headed south in that tobacco-coloured Russian poverty vehicle.

I particularly remember the colour because the monkeys wouldn't go near the thing when we went to Knowsley Safari Park, not even to rip the aerial off. They probably had more taste than we gave them credit for, though my mother always blamed their lack of interest on the bile-inducing hue of the van. To be honest, I wasn't bothered because I found monkeys a bit creepy in the same way that clowns are creepy. I still do.

But I didn't get where I am today by writing about clowns and monkeys in this column. No: I'm here to talk about motorhomes. I mean, just say that you didn't have access to a house; and just say that you needed somewhere to sleep and you didn't fancy getting your head down in your orange Austin Maxi or a handy skip or whatever? In these cases a campervan is the only way to go.

Secretly, I quite like the idea, even if I have never been brave enough to ignore the jeers of my peers and actually own one. I will have no truck with a caravan, not even the supposedly 'cool' Airstream variety, particularly having seen a friend's example recently and experienced the sheer weight of the thing compared to a normal 'van. Its '70s serial-killer interior decor of faded Formica and brown carpets suggested that there could be the head of a hitch-hiker in the fridge.

And we've gone off the point again. American motorhomes or recreational vehicles are the only ones that I find acceptable and I recently came dangerously close to owning one. Not the usual Winnebago (which I quite like) but a much more exotic device made by GMC, entirely built and developed by the truck division of General



'I RATIONALISED IT AS A WAY OF HAVING CHEAP HOLIDAYS, BUT AT 10MPG WE WOULDN'T GET FAR'

Motors. Apparently, to this day, no other major manufacturer has developed a mobile home like GM did with the GMC, most being content to just sell the chassis-cabs to coachbuilders.

For instance, this vehicle has a 7½-litre Olds Toronado front-drive powertrain, air suspension on the rear plus an aerodynamic alloy and glass-fibre body of such remarkable elegance that it could have come straight off the *Thunderbirds* drawing boards with a fuselage look. I remember William Towns years ago telling me that he was extremely fond of his. I didn't take too much notice at the time; it was only when I got a close look at the GMC that one Graham Ellis of Herefordshire was selling a month or two ago that I fully understood the late Mr Towns' enthusiasm.

Ellis, bless him, wanted to do a deal with two Merc 3.5 saloons that I was selling, yet I couldn't quite visualise what I would do with the thing: 23ft long and 7ft wide. It was a long way from playing happy campers because it had never been used as a motorhome but rather a mobile display unit for CCTV systems. Someone said I should have bought it, painted it in Gulf livery and sold it to a Hooray at Goodwood as an ex-James Hunt GMC, which would have been plausible because a lot of '70s racing drivers had them.

Sat in its commanding driver's seat behind the huge wraparound screen, I was looking for good reasons to do this deal. I briefly rationalised it as a way of having cheap holidays with my kids but, at 10mpg, I doubt we could afford to eat very well or even make it out of Gloucestershire. On the other hand, Ellis (who was doing a good sales job on me) made it quite clear that the 100mph-plus GMC was not to be confused with other American campervans in terms of stability, with its low build, or performance.

I'm still curious about how it drives. I had visions of making the front tyres smoke from the lights and, sure enough, found a clip on YouTube of a redneck doing just that... then another of a GMC "hauling ass" at a dragstrip.

A motorhome that's fun to drive? So it seems, though you would still be a bit stuck once you'd parked up somewhere unless you towed a small car behind (as many do). I'm not quite sure what the appropriate runabout to tow behind a GMC would be – possibly an AMC Pacer?



Viscount not ideal for a kip but how about (inset) a GMC...



...and what would Buckley tow behind it? Maybe a Pacer

Letter of the month

Letter of the month wins a fabulous Italian-made Caracalla-Bath Lotus – Clark No 8 leather bag worth £420 (01454 413600; www.caracallabath.co.uk)

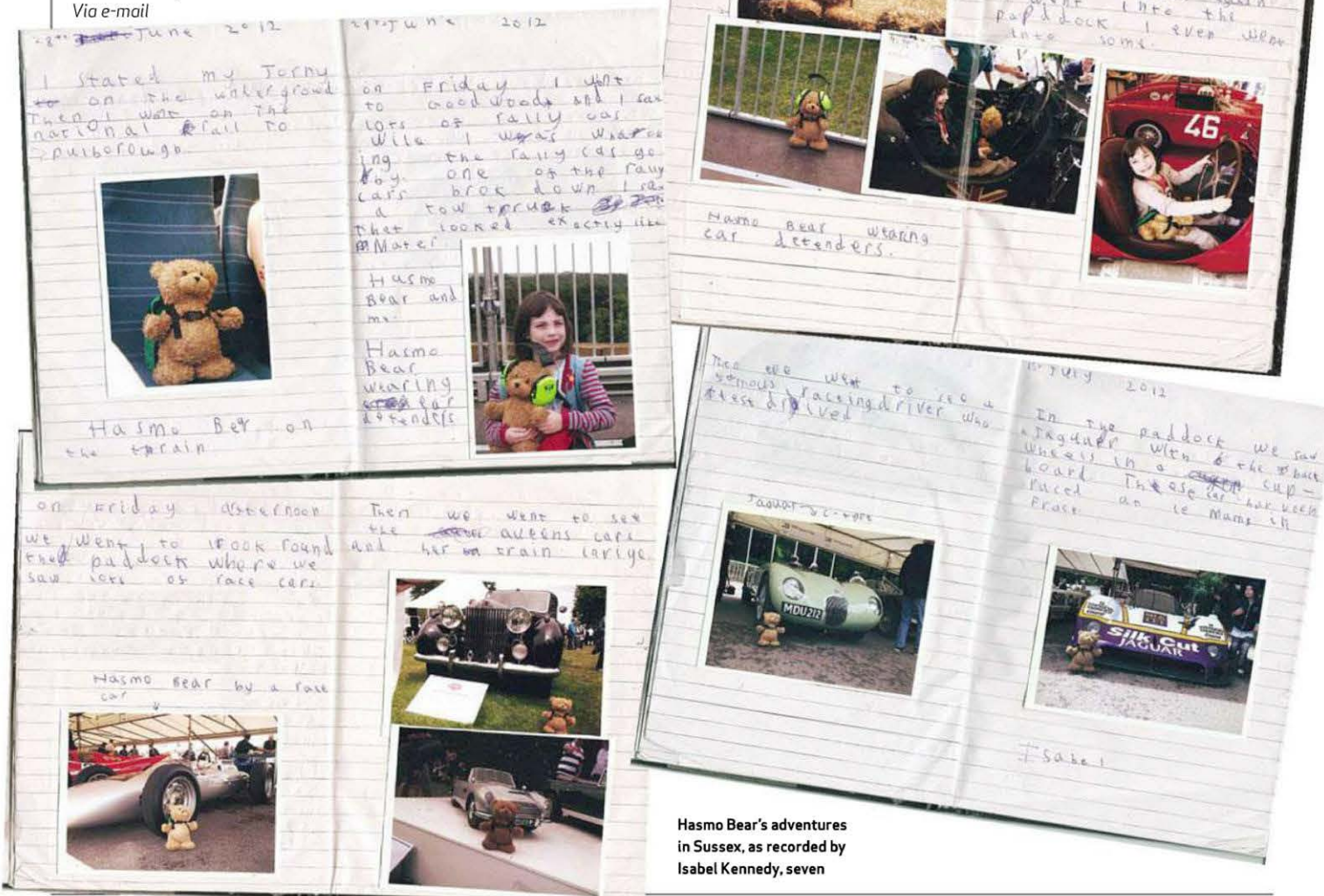


The Bear essentials of education

We recently attended the Goodwood Festival of Speed with our seven-year old, Isabel. We also took the school teddy, called Hasmo Bear (after the school). She wrote the attached in Hasmo's diary (where the children record what he has done on his travels). The 'famous racing driver' was Norman Dewis.

Katie Kennedy

Via e-mail



Hasmo Bear's adventures in Sussex, as recorded by Isabel Kennedy, seven

British pioneer

I greatly enjoyed Andrew Roberts' story on the death throes of Wolseley (August), but an inaccuracy crept into the history of this famous marque. At the risk of being a pedant, may I point out that the first Wolseley car took to the road earlier than the stated date of 1901?

Wolseley's first three-wheeler ran in 1895/96 and the first four-wheeled car was completed in 1899, in good time to be exhibited at the 'Motor Exhibition' of January 1900 and driven by Herbert Austin in that year's Thousand Mile Trial, winning its class. This trial helped to establish motoring as a practical proposition in the public mind.

Wolseley has a very strong claim to being regarded as the first British car, although there are other claimants, and its death in 1975 was truly the end of an era.

C Williams

Trowbridge, Wiltshire



Velour nightmares

The article on Wolseleys by Andrew Roberts was a remarkably satisfying essay and I offer my congratulations on an inspired piece of prose. As I read his final sentence, I could feel the unpleasant sensation of velour static coursing across my bottom. This ghastly material, so utterly redolent of the 1970s, is as nauseatingly nostalgic as platform shoes and Laura Ashley prints.

A few years back I owned a Mercedes

450SEL 6.9 – the very one, in fact, that your magazine once road-tested (I was going to say 'parodied', after the less than fulsomely enthusiastic assessment accorded it by then editor at large Mike McCarthy). In the history file of this magnificent machine was a London Mercedes-Benz main dealer's bill dating from 1990, by which time the car was already more than 10-years old, recording the second owner's instruction to replace every piece of the original velour interior trim with leather, at the horrific cost of £11,990.

My resolution for the rest of 2012? To buy a Wolseley 6/99.

Peter Brown

Gillingham, Dorset



Stylish Singer Nine Coupé – but where was this image taken?

Grand tour

In 1952, I and a friend, Jack Matthews, were doing National Service in the RAF. During a period of two weeks' leave in the summer of that year, we toured the continent, from Harwich to the Hook of Holland, through The Netherlands and Belgium to Paris, then on down to Cannes and Nice. We came back via Milan, Cortina d'Ampezzo, Lugano, the St Gotthard Pass, Luxemburg to the Hook and then home. Touring Brits were then a rare sight – we only met two others, a pair of girls on a BSA Bantam motorcycle.

My car was a Singer Nine Coupé, 1935 I think, in black over cream. It broke a valve in Avignon and I had it fixed in a small backstreet garage. I've never forgotten that the French for valve is *soupape*.

The attached, rather grainy, photograph shows the car and the *auberge* where we stayed, in or near Fréjus. Can any mature reader identify the building?

Bob Gooderson
Corsham, Wiltshire

Wedge: a defence

What a surprise to see two references to the 'wedge' in the August issue! I can endorse what Martin Buckley was told about the Longbridge Styling department in the '60s/'70s (*Backfire*) – it was a fascinating place. In 1970-'71, I spent nine months of my Austin Student Engineering Apprenticeship in the studios while the wedge was finalised. Ironical that Martin mentions his NSU, because for some time an Ro80 sat in the studio while stylists Mark Young and Sid Goble studied its B/C-pillar construction. Apparently, the wedge pressing required clever detailing to fit, and the Ro80 had solved a similar problem. As a clay model and an interior seating buck, the ADO71 was an exciting project by the standards of 1970.

In 1975, I was Product PRO for Austin Morris, and much involved in the launch of the 18-22. The best bit was taking a 2200HL to Austria for a pre-launch tour of dealers and media. From Calais to Salzburg in

one hit, at a smooth 100mph cruise wherever possible, then criss-crossing Austria for two weeks, it never put a foot wrong. I was loaned a Rover 2200TC over the middle weekend and, much as I adore the P6, it felt like a museum piece after the wedge. Over time, we learnt that the 18-22/Princess was sensitive to things such as wheel balance and out-of-round tyres but, properly set up, the six-cylinder versions could cover ground like an XJ6.

The story about the demise of Wolseley struck a chord, too. In preparation for a press release on 80 years of Wolseley, I took a wedge to a Wolseley Register meet and got some nice photos. We were about to issue the release when word came down that we were going to relaunch the 18-22 as the Leyland Princess, and the Wolseley name was being 'put on ice'. I was miffed! What's more, the Princess 2200HLS, with identical spec to the Wolseley, never sold at the same rate, proving that badge-engineering still had its uses.

Ian Elliott
Earlswood, Warwickshire

Wedding daze

Your article on Law Commission Consultation Paper No 203 (*News*, August) will be too little too late for concerned readers to contribute to the consultation, which closed on 10 August. The document is primarily concerned with anomalies in current legislation relating to taxis and private hire vehicles, including the approach to enforcement. But buried within it is the issue that brings me to put pen to paper.

'Provisional Proposal 11' is the intended removal of exemption for funeral/wedding cars from having to be licensed, with safety as the primary reason. It highlights imported LHD vehicles as the main cause for concern, but doesn't provide any evidence to show that classics are a problem. My worry is how it affects owners of classic cars who use the exemption to support their ownership. If they were regulated, it would have a big impact on the law-abiding while the unscrupulous will continue to thrive.

There is still time to head it off because the draft bill will be placed before Parliament in November 2013. I have been in touch with my local MP and would encourage all interested parties to do the same.

If it is not challenged, the sight of my Rolls-Royce Corniche conveying happy couples along the Cornish lanes will be a thing of the past.

Andy Medland
Arrival Wedding Cars, Camborne

Blackpool peers

Following your story on Belgian yellow at the Spa Classic (*News*, August), I wanted to draw to attention to the multi-coloured display from Blackpool, made up of a large number of roadgoing TVRs.

The group was principally S-series cars, whose annual informal S-Club Euro Tour was this year in the scenic hills and forests of the Ardennes, terminating at Spa for a weekend of racing nostalgia. It was arranged by Ian Longden of East-tracktours.co.uk, who managed to get a wayward bunch of petrolheads parked in pride of place in the paddock. To drive on the continent in open sports cars, on the only sunny weekend northern Europe had experienced to date in 2012, was magnificent. The range of sports-racers at the circuit was extensive and we wandered about watching the preparation of Ferraris, Cobras and others, plus repair work on expensive machinery that had been driven to its limits and beyond. This was the first visit by many of us to a classic event, and we would highly recommend it.

The highlight, however, was the parade laps on Sunday: 30 mins in your own car at the famous Spa-Francorchamps – unforgettable! We were absolutely not racing, but could practice the lines that the F1 guys would take later in the year (although none of them would have to overtake a Rolls-Royce leaning on its arches in a tight corner). The opportunity for non-racers to experience the track brought home the joy of classic ownership. A fun car with an individual character, on the track and exciting roads, with a terrific bunch of like-minded people.

Andrew Winfield
Norfolk



TVR Ss (and lone Sagaris) in Spa paddock

Pedant of the month

Pedant of the month wins an exclusive C&SC baseball cap. Send your observations to letters.c&sc@haynet.com



Pity poor Canadian motor-sport fans. We've few famous drivers and even fewer cars. So it's sad to see one of them, the Sadler MkIII, identified as an 'American special' (*Sport*, July). Bill Sadler was born and raised in Ontario, and that is where he began building racers in the late '50s and early '60s. His last car, the MkV, was among the first to mount a (Canadian-built) Chevy V8 amidships, a precursor to the mighty Can-Am cars.

Merrill Smith

Comments and clarifications

Had he stopped-over at Trieste en route to Neckarsulm, Buckley's NSU would have clocked up considerably more than 1000 miles for his round trip (*Backfire*, September). I suspect he meant Trier – or he needs a better map!

Chris Hak



In the August *Our classics*, there was an interesting story of Alastair Clements' trip to Italy via the Autoslaaptrain (misspelt 'tren'). The picture that took my eye is on p166: if the Clements family were to proceed as the photo suggests, they'd soon have had an accident. As can easily be seen, they are on the left side of the road – perfect along British shores, but rather dangerous in Italian traffic.

Erik Glasius

[We are indeed on the left Erik... and parked in a lay-by! – Ed]



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Karl 'Carlo' Abarth was born into speed, first with motorcycles winning European motorcycle racing championships, and then taking his passion and technical excellence into four wheels. In 1949, Carlo founded his own company, Abarth & Co., and through his own inherent engineering skills built an enviable reputation specialising in competition cars and high-performance exhaust systems. Abarth went on through the '50s and '60s to build a globally-respected series of specials, record cars and one-offs with many of them bodied by the great Italian styling houses of Pininfarina, Ghia, Zagato and Bertone.

The company logo, the scorpion, reflects both the founder's astrological birth sign, the race-winning sting in the tail that Abarth-tuned cars quickly became famous for and just like the Scorpion, the Abarth

name became synonymous with the phrase 'Small but Wicked'. Abarth's philosophy was much more than a simple search for speed. It was a search for intelligent solutions fuelled by a never say die willingness to take on all comers. It said as much about Abarth's attitude to life as it did about his engineering ambitions.

The great Abarth name is now revitalised and that spirit still pervades Abarth's new purpose-built premises in Turin, where a team of dedicated specialists now drive the motor sport, design and manufacturing divisions together with the Abarth Racing Team. Carlo Abarth's beliefs that performance comes from efficiency, from going faster and further on less fuel, have never been more relevant than they are today. These beliefs underpin the genesis of the new Abarth performance road cars.

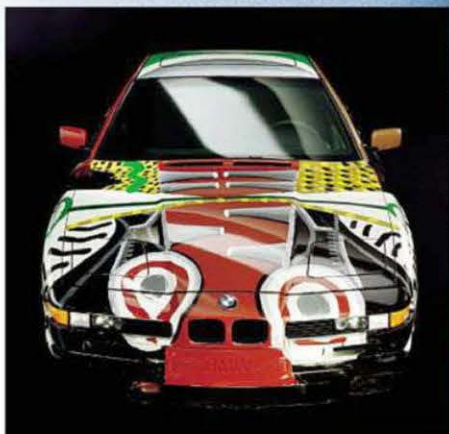
With a respected range of road and race

cars, the mighty Scorpion lives on and with the new Abarth range including the 500, 595, Punto EVO and striking new Punto Supersport models; the Abarth name still signifies the enthusiast's car of choice. With a range of clean, efficient 1.4 turbocharged engines today's Abarth cars deliver outstanding performance with power outputs ranging from 135bhp in the Abarth 500 up to 180bhp in the new Abarth Punto Supersport, and yet all with strong green credentials and an eye on the environment by exceeding the latest stringent Euro 5 emission standards.

Now, 50 years on from its conception the Abarth 595 badge is re-born in both Turismo and Competizione specification giving the discerning customer the opportunity to enjoy both the style and sports prowess of a Abarth designed to maximise driving pleasure. ■



Calder's stunning CSL of 1975 was first of the line, and one of his last works, completed a year before he died. Below: Hockney declined Art Car challenge for many years before producing vibrant 850CSi



Above: Spaniard César Manrique's vivid 730i symbolises butterflies and dragonflies. Left: Warhol's unmistakable impasto style on M1 racer – it was painted in just 28 minutes

BMW Art Cars

Calder to Koons, via Stella and Warhol

The sensational BMW Art Cars made their UK debut in July but, rather than a spotless gallery, the 16 prized machines were shown in an East End multi-storey car park. Spread over six floors, the display appropriately kicked off with the 1975 3.0 CSL for which racer/auctioneer Hervé Poulain commissioned American Alexander Calder to design its Le Mans livery.

With the green light from Jochen Neerpasch, head of BMW's Motorsport division, himself an art lover, and marketing chief Dr Horst Avenarius, a 1:5 model was sent to Calder to develop the idea before Walter Maurer painted the full-sized version. After its presentation in Paris and Munich, the car ran a strong sixth – co-driven by Poulain, Sam Posey and Jean Guichet – before its gearbox broke in the third hour. Despite the disappointment, Calder's CSL was a star attraction and inspired the famous series.

For 1976, Poulain invited Frank Stella to decorate a spectacular Gp5 CSL. The 'Graph Paper Car', too, proved quick in the hands of Brian Redman and Peter Gregg, but also retired early. The project was now on a roll, with Pop Art legends Roy Lichtenstein and Andy Warhol next up. BMW rejected Warhol's first ideas for the M1, but then the blond, bespectacled New Yorker flew to Munich to resolve the task. Within 28 minutes, Warhol had painted the Giugiaro-penned supercar, his thick impasto style evoking his famous screenprints. The M1 came sixth at Le Mans in '79, the best placing for an Art Car,

before it was restored for display.

Ernst Fuchs was the first European to paint an Art Car, in '82. His stock 635CSi *Feuerfuchs* (fire fox) depicted the idea of a fox running across an *autobahn* at night and leaping over a burning car.

Race cars returned with a pair of '89 GpA M3s decorated by Aussies Ken Done and Michael Jagamara Nelson. German AR Penck was invited to create the first open Art Car. His bold red-and-black Z1 *Stand-Art* echoed prehistoric cave paintings, and in '95 David Hockney tried his hand with an 850CSi. Stanley – one of his two dachshund muses – features in the design.

Jenny Holzer took a new direction with written words for the V12 LMR, but vivid colour returned for Jeff Koons' 2010 M3, the 17th of the set. After resolving his artwork on CAD models, Koons' décor was printed digitally on to vinyl and applied with a deep gloss finish.

The Art Cars are in high demand for exhibitions and continue to travel the world as a tribute to Poulain's original vision. **MW**



Stella likened 'Graph Paper Car' to a blueprint transferred onto the body. Below: Ken Done intended Group A M3 to appear as if it was moving when stationary



"It's a landscape you'd like to see from a plane," said Jagamara Nelson of the M3 racer, above. Lichtenstein wanted lines on Group 5 320i to show it where to go



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Photo Acknowledgements:

1. The ex-Lesley 'Twiggy' Lawson, 1969 Lamborghini Miura S. Factory RHD, 29,884 miles. Offered to the market for the first time in 34 years
2. 1907 Fiat 'Brevetti' Landaulet. Originally the property of Fabrica de Cerveza y Hielo Cuauhtemoc, Mexico and formerly in the ownership of Phil Hill
3. 1933 MG J3 Midget. Class winner at the 5th Coupe des Alpes 1933



BOOK OF THE MONTH

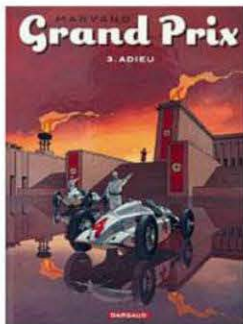
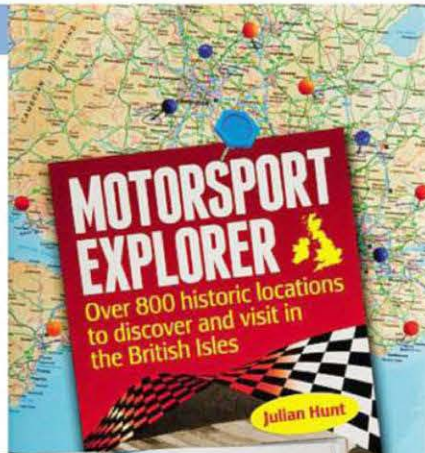
MOTORSPORT EXPLORER

This remarkable 448-page listing of more than 800 historic motor-sport locations around Great Britain is author Julian Hunt's first book. As well as all the active circuits, Hunt lists the minor events and long-lost venues. The research is meticulous, with each entry including directions, dates used and a full description. Where possible, a map of the course is also featured together with an evocative selection of photographs from all eras. England, Scotland, Wales, Northern Ireland and Eire are covered in depth by Hunt, with regional sections broken down into counties. The joy of this packed book is discovering locations that you never knew were once used for motor sport.

The highlights of the 250 photographs are several from the Guy Griffiths Collection, including a spectacular image of O Finch drifting his Amilcar C6 at Blandford Camp. A minor mistake is the photo of the stylish coupé at Cockfosters, which is not the Embiricos Bentley – as stated – but a rare action shot of the Lancefield Lagonda coupé.

If you're looking for motor-sport distractions on your UK holidays, this is a must-have reference. All we need now is for Hunt to produce a companion volume covering European venues! **MW**

£35 Julian Hunt, Haynes. ISBN 978 1 84425 634 1

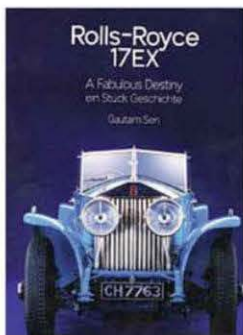


Grand Prix

Adieu, the concluding instalment of *Grand Prix*, is the work of brilliant Belgian illustrator Mark van Oppen, under his alias of Marvano. It opens with the spectacular accident involving Ernst von Delius and Dick Seaman in the 1937 German GP, and

climaxes with Tazio Nuvolari's win at Belgrade in '39. Don't be fooled by the sensationalist cover – van Oppen has a superb feel for this era as he interweaves motor sport with politics. **MW**

£13.99 Marvano, Dargaud. ISBN 978 25050 1377 8

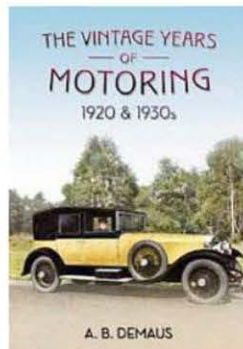


Rolls-Royce 17EX

Gautam Sen's latest book documents the history of '17EX', one of four experimental Phantom Is built in the 1920s. Featuring a handsome body by Jarvis of Wimbledon, it clocked up 4500 test miles before being

sold to the Maharajah of Kashmir. Sen tells its dramatic story while Simon Clay's fine studio shots showcase its rebuild. We reviewed an advance copy; the final version is due out in late September. **MW**

£40 Gautam Sen, Senthesis. See www.chatters.co.uk



The Vintage Years Of Motoring

This photographic look back at the inter-war years relies on the often excellent photographs to tell the story, with the author's captions adding an impressive amount of detail in few words. Motor sport and

commercial vehicles feature, but the emphasis is on more everyday transport. The occasional spelling and factual error won't spoil your enjoyment. **JP**

£14.99 AB Demaus, Amberley. ISBN 978 1 84868 465 2



Wolfgang von Trips

This 176-page biography of 'Taffy' von Trips starts with the tragic day at Monza in 1961 when the talented aristocrat collided with Jim Clark. The German-language book is primarily a photographic study,

from his early efforts in Mercedes 300SLs to his final years with Ferrari and Porsche. A superb record of this colourful era, and great value. **MW**

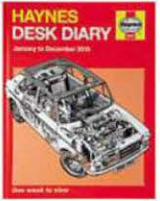
£29.90 Jorg-Thomas Fodisch and Michael Behrndt, Delius Klasing. ISBN 978 3 7688 3358

HAYNES DESK DIARY

The perfect diary gift for a classic car fan, Haynes' 2013 edition features 12 superb cutaways including original artwork of BMW 3.0 Si, Ford Anglia, Mercedes SL and Jaguar XJ6. Each week gets two pages, and there are conversion tables, an area registration identifier and a UK distance table.

£9.99 Haynes Publishing.

ISBN 978 0 85733 251 6



45 YEARS OF HOT MERCS

About half of the 460-plus pages in *AMG 45: The Story, The Cars* feature classics, from the wonderfully understated Fintail to lurid 1980s tin-tops and G-wagens. It's crammed with technical info, as well as great archive shots, such as a drifting 300SEL.

6.3. Available in German or English. £68 ISBN 978 3 7688 3494 0 (www.delius-klasing.de)

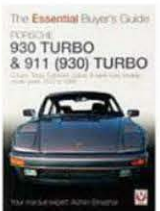


PORSCHE TURBO GUIDE

Latest in Veloce's *Essential Buyer's Guide* series is the Porsche 911 turbo. Author Adrian Streater provides tips on checking out coupé, targa, and Cabriolet models from 1975-'89.

Areas covered include auctions, valuations and restoration. £9.99 Veloce.

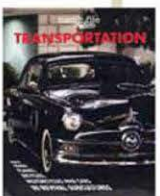
ISBN 978 1 845844 21 9



RETRO TRANSPORT

Photographer Nick Clements, who shoots Fiskens' atmospheric ads for C&SC, has now produced this 200-page compilation of his work. The stylish tome features all types of nostalgic transport. The book comes in a presentation box with selva edge denim banner.

£25 ISBN 978 0 9559322 29 (www.mensfile.com)



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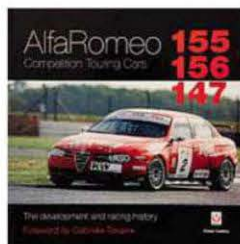
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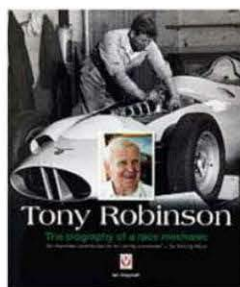
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BOOKS



Alfa Romeo 155, 156, 147

At last, an Alfa Romeo history that covers fresh ground with a review of racing Touring Cars from 1994-2007. Author Peter Collins is a respected Italian-car authority and does a superb job of covering the development, from wind-tunnel research for the 155 through to Tim Harvey's frustrating 147 team challenge in the British Touring Car Championship. Beginning with Gabriele Tarquini's emotive foreword (he was the first Italian to win a BTCC title in an Italian car), Collins packs the highly readable text with plenty of quotes from drivers and team managers. As well as a wealth of race photography, there's a fascinating selection from behind the scenes in the workshops and testing. A bonus comes in the form of reprinted homologation papers, cutaway images and body diagrams. **MW £40** Peter Collins, Veloce Publishing. ISBN 978 1 845843 42 7



Tony Robinson

Grand Prix racing has changed beyond all recognition in the past 50 years, a fact underlined by this biography's superb opening chapter, which recounts the superhuman solo effort that mechanic Robinson put into transporting Bruce Halford's Maserati 250F to a race in Caen, and then on to the Nürburgring for the 1957 German GP. Robinson began his career working for Stirling Moss and, after his stint with Halford, he again linked up with Moss via BRP, later showing his versatility by being closely involved with the design of its F1 cars. More careful editing would have been welcome – at one point, a proof-reader's note to the author has been left in – but it's entertaining, and the pictures are highly evocative. **JP £24.99** Ian Wagstaff, Veloce Publishing. ISBN 978 1 845 84230 7

CLASSIC MOVIE OF THE MONTH

Motoring moments from big and small screens

Two For The Road

With an impressive cast of Aubrey Hepburn co-starring alongside Albert Finney, this 1967 British comedy directed by Stanley Donen had the makings of a classic. The story is set during a run to the south of France in a Mercedes-Benz 250SL and, over the course of the long journey, the couple, a successful architect and his wife, examine their 12-year relationship. Cars feature extensively throughout, cleverly becoming motifs to represent various stages of their life together. Starting with an MG TD that suffers from exhaust problems and eventually catches fire, the automotive thread moves to a Triumph Herald convertible before ending with the white Merc SL, which became Hepburn's own car off-screen.

Other featured vehicles include a cream '57 Ford Country Squire driven by a ghastly American family, several Citroën DS19s, an Alfa Giulietta Sprint and a Renault Floride cabriolet. As always, Hepburn looks amazingly stylish, and the French locations *en route* to the Riviera will inspire you to plan a road trip.

The emotive score was composed by Henry Mancini at the special request of Audrey Hepburn, who rated the Frederic Raphael script as one of the best she ever had, while Mancini considered the theme tune to be one of his favourites from an illustrious career. **MW**





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**MODEL
of the
MONTH**



**FERRARI 250GT
CALIFORNIA £366.99**

CMC's stunning 1:18 Ferrari 250 SWB Spider has finally arrived and it doesn't disappoint. With full opening parts including bonnet, doors and boot, the model's fantastic detail is revealed. Its impressive features include authentic crackle-black dash-top and accurate boot catches. Some details look a little heavy – such as the 'screen surround and exposed exhaust – but the chassis and engine are superb. Silver, blue and black to follow.



Triple carbs top superb mini Colombo V12



Cabin exquisitely detailed: even hide trim!

1:18

- 1** Model Icons' 1971 Jaguar XJ6 S1, £79.99
- 2** Model Icons' Leicestershire Police Jaguar Mk2, £84.99

1:43

- 3** SMTS' ex-Stirling Moss 1955 Maserati 250F '2508', £114.99
- 4** Spark's 1959 Cadillac Eldorado Seville Coupe, £54.99
- 5** Oxford Diecast's superb 1921 Austin Clifton Heavy 12/4 'Gumdrop', £24.99
- 6** TSM Models' 1970 Rolls-Royce Phantom VI James Young, £72.99
- 7** BBR's Alfa Romeo 6C-2500SS, £104.99
- 8** Spark's Lotus Elan Sprint, £54.99
- 9** Minichamps' 1966 Le Mans-winning Ford GT40 MkII, £54.99
- 10** AutoArt Signature's Lamborghini Miura, with opening features, £110.99
- 11** Oxford Diecast's Jaguar XK150 Roadster, £24.99



Unless stated, all featured items are available from St Martins Models: 10% discount for orders from C&SC readers quoting 'CS1012' (08448 878888; www.diecastlegends.com)

Swapmeet diary

9 September Pavilion Gardens, Buxton, Derbyshire. 150 stalls, 10:30am, £2.50 01604 770025; www.barrypotterfairs.com

15 September Sandown Park Racecourse, Esher, Surrey. 500 tables, 10:30am, £5 BP Fairs

23 September Hall 18, NEC, Birmingham. 600 stalls, 10:30am, £5.50 BP Fairs

7 October The Prestwood Centre, Stafford Showground, Weston Road, Stafford. 250 stands, 10:30am, £3 BP Fairs

7 October Kempton Park Racecourse, Sunbury-on-Thames, Middlesex. 200 tables, 10:30am, £3 02392 381529; www.jmt toys.net

14 October The Yorkshire Event Centre, Great Yorkshire Showground, Harrogate. 350 stalls, 10:30am, £3.50 BP Fairs

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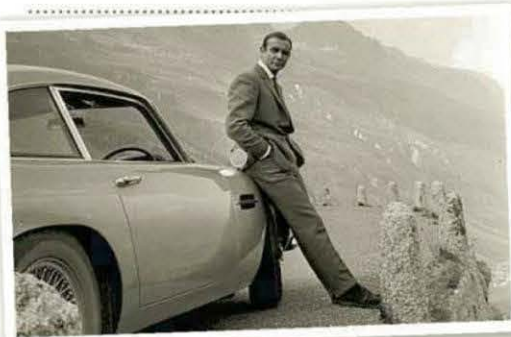
... to present



ALL WHITE ON THE NIGHT

Inspired by the line-up of Chris Evans' Ferraris after they'd arrived at the 2010 Goodwood Festival of Speed on the Children in Need charity run, artist Neil Podbery produced an oil painting of the moment. The composition features a small boy playing with a toy 250GTO Series 2 – Evans owned one at the time. "Many thought the boy was Chris' son Noah," said

Podbery, "but I used a friend's son as a model." The painting quickly sold, but a series of limited-edition prints is available with signed artist's proofs 1-5 at £130 and prints £115. Just 200 will be produced. See the range of artwork at www.neilpodberyfineart.co.uk or call 07765 258678. Podbery will be painting live on Hortons' stand at the Goodwood Revival.



A stirring image of Bond

One of the most evocative shots of Scottish superstar Sean Connery on location in the Alps during the filming of *Goldfinger* in 1964 is now available as a poster. The most charismatic Bond of all poses with the iconic Aston Martin DB5 on a Swiss pass. Priced at just £9.99 plus p&p, it is available from the F1 Shop. To order, call 0114 256 9835 or visit www.theformula1shopandmore.co.uk



Bags for your gladrags

After years as an enthusiastic spectator at Prescott and other classic events, talented seamstress Elinor Fielder decided to combine her skills with her passion for old cars in a range of handmade bags. The colourful designs are available as tote bags or make-up holders. Prices start from £25. Following the success of her Mini- and Beetle-themed designs, Fielder's range has expanded with Austin Seven Ulster, Citroën DS and Morris Minor – plus Healey 3000 and Frazer Nash 'Chain Gang' to follow. Call 01544 230875 for details or check out all of the designs at www.hergesthandmadehandbags.co.uk

Circuit maps are a cut above

American product-design firm Linear Edge has introduced a quality range of wall art modelling the world's greatest motor-racing circuits. Each work is precisely cut from Baltic birch/laminate and the 3D map comes with special Velcro mounts so you don't have to drill your wall. The set so far includes Suzuka, Silverstone, the Nürburgring, Monaco, Brands Hatch and Spa, distributed in the UK by Gearbox Gifts. To see the range, go to www.gearboxgifts.com/linear-edge or call 01572 822662 for details.



Beautifully crafted
Suzuka race circuit
sculpture costs £220

Cool jacket keeps out chills

Grand Prix Originals has expanded its stylish retro race-gear collection with a sharp-looking Gulf Racing jacket. Launched as part of the Le Bleu line, it's made of premium nylon material with blue, white and orange stripes down the arms. The four exterior pockets have zippers and the restrained logo details include Gulf and Heuer. For snug warmth in autumn paddocks, the lining is quilted. The jacket costs €119 and comes in six sizes from S to 3XL. To see the full range, visit www.grandprix-dakotashop.com



SILVER ARROWS ON TARGET

The discovery of a roll of undeveloped film from the 1937 and '38 Donington GPs revealed a fascinating series of photos of the German titans. Automobilia specialist Simon Lewis now offers a selection of prints, including race and paddock studies, from just £5. See www.simonlewis.com



HOW MUCH IS THAT DOGGIE?

The success of artist Roy Putt's series of dogs with pre-war cars prompted a composition entitled *I think we missed the park*. The original oil, featuring a Bugatti T43, is available for £850, while the limited-edition prints cost £75. For details, see www.historiccarart.net



Automobilia diary

- 8-9 September** Beaulieu International Autojumble, Hampshire 01590 612345; www.beaulieu.co.uk
- 7 October** Normous Newark Autojumble plus Classic Car Show, Newark and Notts Showground, junction of A1/A6. Parking for pre-1980 cars. Entry £4, 10am-4pm 01773 819154; www.pff-uk.info
- 21 October** Garstang Autojumble, at Hamilton House, Lancs (also 11/11). Outdoor plots £15, classics parking area. Entry £3.50, 9am-1pm 01697 451882; www.markwoodwardclassicevents.com
- 28 October** Huddersfield Autojumble, Old Market Building, Brook Street, Yorks. Stalls £20, 10am-4pm. PFF (details as 7 Oct)
- 28 October** Skipton Autojumble, Auction Mart. New event: all plots £15. Entry £3.50, 9am-1pm. Mark Woodward (details as 21 Oct)
- 3 November** Veteran Bazar, Czech Republic 00420 327 399 248; www.oldtimer.cz/veteranbazar
- 4 November** Penrith Autojumble, Penrith Auction Mart. All plots £15. Entry £3.50, 9am-1pm. Mark Woodward (details as 21 Oct)
- 16-18 November** Classic Motor Show, NEC, Birmingham. Mark Woodward (details as 21 Oct)

Paris-Madrid/ 24-26 May/2013/



HH AND HH
CLASSIC RALLIES

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The knowledge

Address 9 Place Luigi Chinetti, 72100 Le Mans, France

Where? From Le Mans, take the D323 and D139, following signs for the circuit. The museum is at the main entrance

How much? Adults €8.50; 10-18s €6, under-10s free

Opening hours Jan: Fri-Sun, 11-5; Feb-Mar/Oct-Dec: daily except Tues, 11-5; Apr-Sep: daily, 10-6

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There's been a museum at Le Mans since 1961, with the current building – situated just inside the circuit's entrance – opening 30 years later. Three years ago, the displays were revamped to focus more on the famous 24 Hours race, but there is still an eclectic collection of vehicles from road and track to enjoy.

In the lobby, you are greeted by the dramatic turbine-powered Socéna Grégoire prototype from 1952 (C&SC, March '05) before walking down a 'hall of fame' corridor. This showcases some of the major names in Le Mans history, from the Bentley Boys and Amédée Gordini to Derek Bell and Tom Kristensen. Steve McQueen makes an inevitable appearance, too.

You are then led through to an impressive collection of veteran and vintage vehicles, which highlights the local Bollée marque. French manufacturers naturally feature strongly, with a particularly eye-catching line-up of stylish 1930s models from Rosengart, Delahaye and Bugatti, the latter being represented by a wonderful Gangloff-bodied Type 57.

There are oddities here, too, such as a Citroën P17 half-track used in the firm's epic expeditions in Africa and Asia (see p128), plus a 2CV that transported two students around the world in 1958-'59. It's not all about the achievements of French companies, however: resting alongside a vertical DS

sculpture is an unexpected delight in the shape of Pininfarina's 1965 Ferrari Dino prototype.

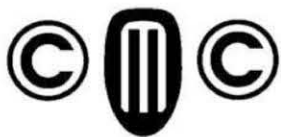
After the roadgoing exhibits, you turn around at the top of the building and come back via competition cars linked to the 24 Hours. Starting with the wonderfully understated Bentley 3 Litre that posted the fastest lap in the first event, and then won in 1924, there's something here from every era of racing at La Sarthe. An ex-Luigi Chinetti Ferrari 166MM sits across from two Renault 4CVs and a Lotus Eleven, such is the diversity of the cars that Le Mans has attracted. Event posters, archive videos and large-scale photographs complement the exhibits, and driver memorabilia is also displayed.

The story is bought up to date with an Audi R8 and a Bentley Speed 8, but the Group C cars that precede those two will be a highlight for many. The Mazda 787B should bring back memories of its rotary-engined shriek for anyone who saw it race in period, while the streamlined Peugeot 905 offers a reminder of how sleek and pure these prototypes could be.

At the time of our visit, there was the added attraction of an area dedicated to Jaguar. On display were models ranging from an XK120 and C-type to an XJR-9, an example of which gave the marque one of its Le Mans highlights by taking victory in 1988. JP



From top: Mazda has kept the '91 Le Mans-winning 787B, but has loaned the museum this sister car; 1912 Bollée roadster with veteran exhibits; stunning front-wheel-drive 1938 Rosengart; C-type in Jaguar display, with '54 winner looking down on it



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1953 PORSCHE 356 PRE-A COUPE ~ CHASSIS # 50899

Supplied new to the USA via Hoffman in 1953, this early Pre-A Porsche 356, was first registered in California and is known to have been raced there during the 1950s. In 2004, the car was purchased by 11 times Le Mans driver, Nick Faure, and brought to the UK for a full restoration and FIA race preparation for his own use in historic races and Tour events.

The bodywork was restored from the ground up by Sportwagen and Maxted-Page & Prill were subsequently involved with the entire mechanical build and have continued to maintain and develop this car, each season, from 2006 to the present day. The car has just had its engine and gearbox rebuilt to latest race-specification by Maxted-Page & Prill. Other updates include uprated dampers, 60mm GT front brake drums, twin brake cylinders, Recaro race seats with 5-point harnesses, rear roll hoop, driver-to-navigator intercom, in-built fire extinguisher system, plus many other special features.

One of just a handful of Maxted-Page & Prill, fully race-prepared Pre-A Porsche 356 FIA competition cars, which has competed previously at all the major events, including, Tour Auto, Le Mans Classic, Pre 63GT, Goodwood Revival, etc. The car is road registered with a UK V5 and comes with full F.I.A. HTP paperwork, a comprehensive history file and full set of spare wheels.



1965 PORSCHE 356 C CARRERA 2 GT ~ CHASSIS # 13373

904 ENGINE TYP 587/3 # P99111

A very rare factory built 356 C GT fitted with an original Porsche 904 Typ 587/3 four-cam race engine. Chassis 13373 was supplied by Porsche in 1965 as a replacement body for 1961 356B (chassis 200756) and built to lightweight GT specification, which included; lightweight aluminium doors and bonnet with plexiglass side windows, 70-litre fuel tank, bucket seats, rear roll hoop fitted with no rear seats, disc brakes, GT bumpers, and much more.

13373 is also fitted with an original Porsche 904 - Typ 587/3 2.0 litre four-cam engine (no: P99111), which has just been fully serviced on the bench and re-installed by Maxted-Page & Prill.

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*1938 Bentley 4 1/4 Litre
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*1952 Bentley Mk VI
Drophead Coupe by Park Ward*



*1954 Bentley R Type Continental
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*1954 Bentley R Type
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*1957 Bentley S1 Continental
Fastback by H.J. Mulliner (Manual)*



*1959 Rolls-Royce Silver Cloud I
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COB6008: AC Cobra 289 FIA

Few examples of 453 '289' Shelby-AC Cobras built by AC Cars during 1963 and 1964 have such detailed records as COB 6008, whose first owner, Bruce Ropner, can provide information dating back to the day he collected it from the factory. His new sports car proved effective on both road and track, back in the days when it was normal to drive to the race and home afterwards.

Few cars have the ability to be suitable for both fast road use and competitive race use whilst being what is probably the most iconic car in existence; a Cobra. COB6008 must be one of the finest and most famous privateer Cobras and is now reluctantly offered for sale. It is a true rarity to find an example with such fabulous period history that is so wonderfully original including its original chassis and bodywork. An extensive history file accompanies the car validating its genuine position amongst the greatest and most unmolested yet eligible and competitive Cobras in existence.

COB6008 is race ready, fresh from its recent comprehensive restoration and is consistently both eligible for and invited to the world's most famous events. For 2012 the car has already attended the Goodwood Festival of Speed Press Day and the Cholmondley Pageant of Power, and will almost certainly be invited to this year's Goodwood Revival too. COB6008 has competed at the World's most famous historic race the Goodwood Revival TT a staggering 9 times.



Bruce Ropner behind the Wheel of COB6008 at Croft. Note the "D-Type" style set up.



1965 Angolan Grand Prix



COB6008, in roadster form, leads cornering at Croft, 1965.

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JAGUAR E- TYPE SERIES 1 4.2 LITRE ROADSTER, RHD - Opalescent Light Blue/Red hide and carpets. Dark Blue Hood. Original UK supplied car with matching numbers, chromed wire wheels. Subject of a total restoration with photographic record, uprated brakes. Excellent example.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green / Green hide and carpets, Dark Green hood, 16", wide rim colour coded wire wheels, total chassis off restoration to JD Sport touring specification, updates include touring engine, 5 speed gearbox, alloy radiator, uprated brakes, uprated suspension, handmade stainless steel exhaust system and exhaust manifold, power steering, alternator, burr walnut dashboard and door cappings etc. 1000 miles since completion. Stunning car.

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Commissioned and built in 2008 as a one off project by one of the World's leading Jaguar specialists.

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2005/05 Ferrari Enzo Black with Black 2,173 miles

£900,000

The ultimate Ferrari, this is one of only three Enzo's delivered to the UK in Black, carrying a premium for the rarity of its colour. The specification includes large racing seats, harnesses, Black calipers, Scuderia wing shields, full hand book pack and a tool kit. Presented in immaculate condition with a Ferrari Classiche Certification. During the certification process the car went under a rigorous examination by a group of experts from Ferrari. Last service was a major service in March 2012. This is a beautiful example of a stunning car.



2009/09 BUGATTI Veyron

559 miles

Black Blue/Blue Metallic with Blue Interior

£774,950

This one owner Veyron was first registered in 2009. It has ultra-low mileage and is finished in perhaps the most desirable colour combination. The Specification includes carbon ceramic brakes, front nose lifting system, heated comfort seats, climate control, CD sound system, nav system, heated electric mirrors, PDA, Bugatti car cover, battery conditioner and phone connectivity. Wonderful investment opportunity.



2004/54 Porsche Carrera GT

7,920 miles

Classic GT Silver with Ascot Brown Leather & Grey Alcantara

£309,950

This UK supplied Porsche Carrera GT is number 255 of around 1,270 units produced, all of which are LHD. First registered in September 2004, it is presented in near flawless condition complete with books, luggage, 20 inch alloy wheels, CD/Radio online pro & a Tracker System. This mid-engined V10 has a Ceramic Clutch, Carbon Ceramic Brakes and a Targa Style Roof. It was last serviced by Porsche GB in May 2012.



1998 Ferrari F355 GTS

16,275 miles

Rosso Corsa with Crema and Red Carpets

£59,950

This F355 GTS has been exceptionally cared for and was in its previous ownership for 12 years. Supplied by Maranello's UK it comes with Full Ferrari Service History including a recent Cam Belt Service in July 2012. Other additions include Ferrari car cover, seats covers, Targa roof bag and a full tool kit. This modern classic has timeless good looks, an outstanding car and surely great for the future.



1999 Ferrari 550 Maranello

8,348 miles

Blue Tour de France with Crema and Blue Piping

£74,950

This one owner Ferrari 550 Maranello with the Fiorano Handling Package is the best example we have ever handled and believe it to be the most desirable for sale in the UK. Presented in outstanding condition with Full Ferrari Service History including a Cam Belts service in July 2012. The design carried on the great tradition of Ferrari's front engined V12 Berlinetta's and has over time grown into one of Ferrari's most beloved modern classics.

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Aston Martin DB4 Series II, Borrani W/W
Price: £199,950



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Price: £199,950



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Price: £269,950



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Price: £229,950



Aston Martin DB6 Mark 2 Vantage
Price: £279,950



Aston Martin V8 Series III
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Aston Martin Virage Volante
Price: £35,950



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Price: £28,950



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Price: £135,000



Aston Martin Vanquish Manual
Price: £69,950



Aston Martin V8 Vantage
Price: £39,450

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1976 Alpine- Renault A110 1600SX, £59,995



1966 Proteus C-Type Replica, £49,995



1964 Mercedes-Benz 600 SWB LHD, £44,995



1972 De Tomaso Pantera LHD, £39,995



1970 Jaguar E-Type SII Roadster, £34,995



1976 Rolls Royce Corniche DHC, £29,995



1967 Riva Junior, £29,995



1973 Maserati Merak LHD, £27,995



1969 Jaguar E-Type SII FHC, £27,995



1985 Porsche 911 Carrera Coupe, £27,995



1968 Gordon Keeble De Bruyne, £24,995



1952 Nash Healey Roadster LHD, £22,995



1954 Nash Healey Le Mans Coupe LHD, £22,995



1995 Mercedes-Benz E36 AMG Cab, £17,995



1972 Citroen SM Coupe LHD, £17,995



1963 Jensen CV8 Coupe, £17,995



1986 Ferrari 412 Auto, £15,995



1965 Mercedes-Benz 250SE Coupe LHD, £15,995



1963 Lancia Flavia Convertible RHD, £14,995



1951 American LaFrance 700 Fire Engine, £14,995



1999 TVR Chimaera 450, £12,995



1967 Sunbeam Tiger Mk.1A LHD, £11,995



1976 Alfa Romeo 1600GT Junior, £11,995



1967 Honda S800 Convertible, £10,995



1958 Goliath 1100 Coupe, £9,995



1958 Triumph TR3A LHD, £7,995



1972 Fiat 500F, £4,995



1973 MGB GT, £3,495



1972 Citroen DS LHD, £2,995

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1961 Aston Martin DB4 III

Fitted with twin plug DB4 GT engine and finished in its original colour scheme of Fire Engine Red with White Gold interior. This exceptional car comes with a very comprehensive history file dating back to 1980 and maintained by ourselves since 1988. Subject to a full body restoration in 2006 and always maintained regardless of cost throughout the previous 25 years ownership. Supplied fully serviced and ready to enjoy and with the benefit of the highly desirable GT engine specification, complete with jack and tools etc.

Price on application



Aston Martin 1964 DB5 Saloon

Finished in Sierra blue and tan trim. This car is possibly one of the most original DB5 in existence today. Everything about the car is so original and correct. It comes with an impressive history file, a totally complete original tool roll, handbook and touring kit. The best unrestored DB5. I have ever seen in 30 years and originality at its absolute best.

Price on application



1954 Aston Martin DB2/4 Bertone

One of only two cars ever built finished in Sierra Blue with cream hides, dark blue carpets and a matching dark blue mohair hood. The car comes with an interesting and extensive history, being previously owned by Innes Ireland who was a works racing driver for Aston Martin. A full restoration was carried out 2007 and recently completed. The car also came 1st in its class at the Aston Martin Autumn Concours.

Price on application

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1964 – AUSTIN HEALEY 3000 MkIII BJ8

British Racing Green with Red leather, works/competition spec, just 19,000 miles since total nut & bolt photographic restoration carried out by renowned Austin-Healey specialist.

£59,995



2000 - FERRARI 360 MODENA

Rosso Corsa Red with Crema leather, full Ferrari service history, just 15,000 miles from new.

£54,995



1999 – MORGAN 4/4 2-SEATER TOURER

Rolls Royce Velvet Green with Green leather, full service history, A 1 owner example which has covered just 4,700 miles from new.

£24,995



1957 – JAGUAR XK150 SE FHC

Cornish Grey with Red leather, A 2 owner example which has covered just 34,000 miles from new & just 500 miles since total nut & bolt photographic restoration.

£99,995



1933 – MG J2

Oxford Blue with Cambridge Blue leather, 1 of just 2,083 J2 Midgets produced, just 400 miles since a total nut & bolt photographic restoration carried out by renowned MG specialist, concours winner.

£44,995



1948 – MG TC (Barn Find)

Black with Beige leather, dry stored for the past 40 years, complete and "as found" offering a new owner a rare opportunity to re-commission an original un-restored example.

£18,995



2003 – FORD FOCUS RS MK1

Imperial Blue with Black/Blue leather/Alcantara, 1 of just 2,147 UK RHD examples produced, full Ford service history, just 11,000 miles from new, multiple concours winner.

£14,995



1932 – MG J2

Carmine Red/Saratoga Red with Red leather, 1 of just 2,083 J2 Midgets produced, just 200 miles since a total nut & bolt photographic restoration.

£39,995



1960 – AC ACE BRISTOL

Dark Blue with Red leather, just 5,000 miles since total nut & bolt photographic restoration.

£149,995



2001 – MORGAN 4/4 2-SEATER TOURER

Connaught Green with Stone leather, full service history, A 1 owner example which has covered just 10,000 miles from new.

£24,995



1994 - PORSCHE 968 SPORT

Iris Blue Metallic with Black trim, sport specification, full Porsche service history, just 36,000 miles from new.

£19,995



1961 – JAGUAR MKII 2.4

Sherwood Green with Green leather, total nut & bolt photographic restoration.

£29,995

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2001 LOTUS EXIGE S1 £29,950

This fantastic S1 Exige has only 11,678 miles and in pursuit of perfection by its previous owner, it underwent a complete respray last year in Kawasaki Green along with retrimmed interior. A rare opportunity not to be missed.



1998 LOTUS ELISE S1 £10,950

This wonderfully original and low mileage Elise is finished in the rare Ruby red and is a well known car to ourselves. It has a full service history and a factory fitted sports exhaust.



1968 LOTUS ELAN S4 FHC £29,950

Finished in it's original colour of Burnt Sand with black interior, this Elan has just undergone a complete bare body restoration by ourselves at a cost of over £16,000 and is going through final recommissioning prior to sale.



1974 LOTUS EUROPA TWIN CAM SPECIAL £34,950

Freshly shipped from being dry stored in California, this Lagoon Blue Lotus Europa Twin Cam Special, has covered just 5,536 miles from new. It is in totally original and unrestored condition and drives in a most fabulous way.



2009 LOTUS EXIGE SPRINT £32,950

Built as a limited edition to commemorate the 40th anniversary of the start of Lotus production at Hethel, this highly desirable Exige Sprint is fitted with the Sports, Touring and Performance packs.



1995 LOTUS ESPRIT S4S £26,950

One of the most iconic British sports cars of all time, this car has been very well looked after, with a full service history and superb paintwork and interior. It drives very well and can still embarrass most modern sports cars.

DIRECTOR'S PICK



2001 LAMBORGHINI DIABLO VT £89,950

Presented in Millennium Silver with black leather, grey alcantara with contrasting silver carpets and stitching, this 6.0 VT is in fantastic condition and comes complete with a comprehensive history file.



1973 BMW 3.0 CSL £54,950

With only one registered keeper since new, this amazing BMW 3.0 CSL is presented in first class condition. Recently sympathetically restored by a well known car collector, this really is a once in a lifetime opportunity.



1992 TVR GRIFFITH 4 LITRE £13,950

This lovely Laser Blue Griffith, is in fantastic condition and has a superb TVR service history. It drives as well as it looks & sounds, and for the money, we doubt you'll find a better one.



1961 MERCEDES-BENZ 190SL £69,950

This exceptional 190SL is presented in blue with contrasting tan interior. Benefiting from a full restoration to a most exacting standard, it would look equally at home on the concours lawn as on a European jaunt.



1983 FERRARI 308 GTS QV £34,950

Twice featured on 'Top Gear', this well looked after 308 GTS Quattrovalvole has a fabulous service history with detailed file of all invoices. It drives very well and looks fantastic with good bodywork and tidy interior.



1968 MERCEDES-BENZ 280SL PAGODA £64,950

Presented in Ivory with Tobacco interior this 280SL comes with the most fantastically preserved handbooks, build plate and service stickers and is one of the best presented and best driving we have had the pleasure of stocking.

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1933 Rolls-Royce Phantom 11 Continental 2 door Gurney Nutting. Unique. POA



1967 Ferrari 330GTC Berlinetta. LHD



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1957 Mercedes Benz 190SL. LHD



1964 Jaguar E type 3.8 FHC. RHD



1961 Aston Martin DB4 Series 2 Coupe



1962 Rolls-Royce Cloud 2 LWB Radford



1971 Mercedes 280SE 3.5 Cabriolet LHD



Jaguar Proteus C-Type 4.2 Litre



1988 Aston Martin V8 Vantage Volante



1982 Rolls-Royce Camargue. 912 miles



1938 Delahaye 135 Coupe



1948 Delahaye 135M Chapron



DB6 Vantage Shooting Brake



1964 Ferrari 250GT Lusso Classiche. LHD



1970 Mercedes 280SE 3.5 Cabriolet RHD



Jaguar E type 3.8 Lightweight Roadster

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FERRARI 250 GT LUSSO, 1964
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FERRARI 250 GT LUSSO, 1964, silver / red, perfect condition
FERRARI 275 GTS, 1965, red / black, original interior, matching numbers
FERRARI 275 GTS, 1965, white / black, matching numbers, 73.000 km
FERRARI 275 GTS, 1966, black / black, restored, matching numbers
FERRARI 365 GTB/4 DAYTONA, 1970, silver / black, ex Shah of Iran
FERRARI 365 GTB/4 DAYTONA, 1971, silver / tabacco, concours restoration
FERRARI 365 GTC/4, 1971, silver / black, original books, 68.230 km
FERRARI 365 GT/4 BB, 1974, dark blue / black, body restored
FERRARI 512 BB, 1978, black / tabacco, original tools and books, perfect condition
FERRARI F 40, 1989, red / red, like new, full service, 8.700 km
FERRARI 512 M, yellow / black, perfect condition, 52.000 km
LAMBORGHINI 400 GT SPYDER, 1966, iceblue / creme
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312 T4, Scheckter / Villeneuve, 1979, world championship car, completely restored
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412 T1, Berger / Alesi, 1994, 12-cylinder
412 T2, Berger / Alesi, 1995, new 12-cylinder
F 310 B, Schumacher / Irvine, 1997, new engine

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1951 MGTD ROADSTER. Red with tan leather, top and curtains. This is a beautifully restored car with one local owner for the past 20 years. The original matching-numbers engine is very strong, the body and undercarriage are in great condition and the original leather was preserved when car was restored. \$26,500



2007 BENTLEY CONTINENTAL GTC CONVERTIBLE. A pristine local car with gorgeous Silver Tempest body, Saffron leather, polished burl walnut interior woodwork & black convt. top. With 560 horsepower and all-wheel drive, the car has performance to match its luxury and fabulous design. 24,005 miles. \$122,000.



1974 ROLLS-ROYCE SILVER SHADOW. Owned for many years by a local RRCC member who replaced it only due to us finding him the Radford S II Bentley with which he had fallen in love at the NY 1982 Auto Show. Then owned by a fellow RRCC member who has carefully maintained the car for the past 12 years. Beautiful in Powder over Brewster Green with beige leather piped dark green. Unmolested and excellent! 93,991 miles. \$23,400.



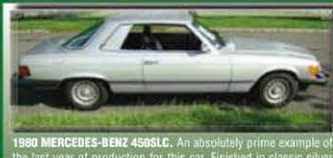
1990 CORVETTE "ZR-1" TWO-TOP COUPE. Very unusual find! 1 of few ZR-1's produced in Turquoise. Tan leather, both factory painted & glass roofs and FACTORY MATCHING luggage. Never titled or registered & driven by its only owner @20 miles per year. Absolutely unmarked, 100% original, showroom new w/ original sticker on windshield! 438 miles. \$60,650, then and now.



1938 MERCEDES-BENZ 540K CABRIOLET A. Virtually unknown since WWII, brought from Paris by a US Army officer after the war. He kept until 1970 and sold to a friend who kept it 40 years. Very rakish design, absolutely complete w/ unusual features & drives well. Original except repaint in 1970 along with original leather redye and a new convertible top. Docs. P.O.A.



1941 FORD SPECIAL DELUXE CONVERTIBLE A Southern car, fully restored in the 1990's and driven @5000 miles since then. Beautiful in Sheridan Grey with dark red leather and black convertible top with dark red piping. Flathead V-8 engine, 3-speed manual transmission and dual exhaust. Drives as nicely as it appears and it is beautiful! \$54,500



1980 MERCEDES-BENZ 450SLC. An absolutely prime example of the last year of production for this car. Finished in classic silver with beautiful original black leather, this is the finest example we have seen in decades! Loaded with equipment including: climate and cruise controls, electric: sunroof, windows, locks, mirrors and antenna, factory Becker "Mexico" AM-FM/cassette stereo, original alloy wheels, etc. Near-perfect body and paint, drives as new. Original manuals and tools. 67,633 miles. \$16,500.



1966 JAGUAR XKE SERIES I ROADSTER. Beautifully restored in original Carmen Red with gorgeous tan leather interior, top and boot. We purchased the car from the estate of its last owner who had purchased the car in California in 1998, following its restoration there. A week-end driver and show car, it scored 98.72 points at a J.C.N.A. Concours d'Elegance in 2003. Original Blaupunkt AM/FM/SW radio, manuals and tools.



2007 PORSCHE CARRERA COUPE. One local owner, 100% original, near new condition throughout. Arctic Silver, black leather. Every service record since new. All original manuals and tools. Includes 6-speed trans., electric sunroof, windows, seats (also heated), locks & mirrors, Bose Premium sound, Xenons, 18" factory alloys with colored crests, etc. Full factory warranty to June, 2013 or 100,000 miles. 33,465 miles. \$52,500.



2001 FERRARI F-1 360 SPYDER. Purchased new in February, 2002 by its only local owner and driver, this is 100% original and near-new throughout. Red with tan leather. Stored by us during winters and recently serviced. All original manuals and tools are present. 6,106 miles. \$109,000.



1991 BENTLEY CONTINENTAL CONVT. Completely original & magnificent Dark Oyster body with beautiful dark brown Everflex top, leather, carpets, Moulton carpet overlays & fabulous interior inlaid walnut w/ cocktail requisites to both doors. Delivered new in Munich, Germany, brought to U.S. by fellow from whom we purchased it & then sold to local collector. 23,217 mi. \$125,000.



2006 BENTLEY FLYING SPUR. A local one owner car, barely used each year and absolutely as new. Very deep "Barnato Green" with Ochre leather and beautiful polished light Poplar facia and cabin trim. Luxuriously ordered with chrome 20" wheels, Bentley phone, heated and cooled front and rear seats with massage option, factory navigation, etc. As new with just 9,136 miles. \$84,500.



2008 PORSCHE CARRERA "S" COUPE. 1 owner, 100% original as new. Striking in "Triple Black." Very well-optioned w/ 6-sp trans./full leather, factory navigation, Premium "Surround Sound" CD stereo, Xenons, 19" factory alloys, electric: sunroof, seats (heated/memories), windows, locks & mirrors, etc. Full factory warranty to Nov '12. All orig. manuals/tools. 14,819 mi. \$71,000



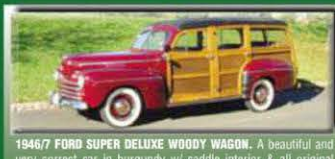
1999 BENTLEY ARNAGE SEDAN. Deep Mulsanne Green w/ ivory leather piped in body-matching dark green. Wilton carpets in dark green piped ivory, dark green Moulton carpet overlays, fabulous burl walnut facia, trim and door capping rails, and fitted with options including the requisite 4 factory umbrellas to the boot. Near-new condition! 41,852 miles. \$57,500.



1970 CORVETTE "LT-1" T-TOP COUPE. Beautiful original Sunfire Yellow w/ unmarked black interior & tinted glass. Original 370 h.p., 380 foot pounds of torque, solid lifter engine & 4-sp manual trans w/ power steering & brakes, result in a great performance driver-friendly car. Fitted w/ original AM-FM radio, 15" styled wheels and electric windows. 48,501 miles. \$49,000



1973 FORD MUSTANG CONVERTIBLE. The last year of the convertible for many years. Very pretty car in red with excellent original black interior & matching convt. top & boot. 250 cubic inch 6-cyl engine, automatic trans with console shift, power steering, disc brakes and power top. Drives great! Local owner just transferred to Slovakia. 80,217 miles. \$12,500.



1946/47 FORD SUPER DELUXE WOODY WAGON. A beautiful and very correct car in burgundy w/ saddle interior & all original wood. We sold this car more than 30 years ago and have gotten it back with just over 2000 additional miles. 8-passenger, 4-door model with walk-through seating, rear-mounted spare, chrome bumperguards, driver spot light, original radio, etc. \$92,000.



1954 CORVETTE. JUST ARRIVING from its owner of the past thirty years. One repaint 30 years ago in original Polo White with red interior. Every number and code on car is correct and it is in excellent condition thruout. Price yet to be determined.



1979 BMW 635 CSI COUPE. Absolutely immaculate Graphite Gray rust-free body w/ superb original black leather. 5-speed manual trans, factory a/c, factory sunroof, electric windows, etc. Traded-in to us on a Ferrari by its 5-year owner who had purchased it in California & brought it East. 121,735 mi. \$13,500.



1986 ROLLS-ROYCE SILVER SPUR III SALOON. 1 of 507 Silver Spur III, known provenance, near-new condition inside & out and drives great. Beautiful in Magnolia w/ Sandstone hide piped in saddle, Sahara Beige Wilton carpets with matching Moulton overlays & fabulous burl walnut interior trim with matching folding rear tables. All tools, manuals, etc. 55,377 mi. \$44,500.



1993 BENTLEY TURBO R SALOON. Difficult and expensive (more than \$200,000 in 1993) to procure when new, the Turbo R is most impressive. Fabulous 2-owner car in British Racing Green with Parchment hides piped dark green, dark green carpets piped tan with matching Moulton overlays and fabulous dark burl walnut facia and cabin trim. Original manuals, tools, records and even the original window sticker! 28,864 miles. \$34,000.



1963 CORVETTE SPLIT-WINDOW COUPE A documented full restoration in original dark Daytona Blue with navy blue interior. All numbers correct with its 340 horsepower 327 engine, 4-speed manual transmission, signal-seeking radio, etc. Original owners manual and showroom brochure. Drives amazingly well! \$79,000.



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BRITAIN'S to the **SHORT**



ANSWER WHEELBASE

With Ferrari and Jaguar dominating GT racing, Aston Martin turned to Zagato to style its latest challenger. **Mick Walsh** gets behind the wheel of the ultimate DB4

PHOTOGRAPHY JAMES LIPMAN





Clockwise, from main:
driving position is good
and interior of this car
retains delightful patina;
Zagato's distinctive
badge; straight-six is fed
by triple Webers; muscular
styling splits opinion





The witty motoring bard LJK Setright famously likened the Aston Martin DB4GT Zagato's dramatic styling to a matador's trousers. From the wide, gaping grille and cowed headlights to the taut rear, the shape looks both exotic and powerful. There's no question that 23-year-old Ercole Spada at Zagato did a masterful job transforming the further lightened DB4GT platform into an aggressive competition coupé. It's arguably no match for the flawless Ferrari 250GT SWB that inspired Spada when he was working at his drawing board in the Via Giorgini offices, but its rarity alone makes seeing one an event. This is a top points score in the *I-Spy* book of cars.

Yet, like many Zagato designs, the styling provokes debate. Photographer Lipman and I study the shape for hours, and decide that it's a car best judged at 20 paces. The sexiest angle is the rear three-quarter, which most closely resembles Maranello's Pininfarina beauty, but up-close this Aston's proportions are slightly dumpy, with an over-short bonnet. Giorgetto Giugiaro always maintained that wheelarches should be filled flush with no overhang, a minor factor that spoils the DB4GT Zagato, particularly at the rear, while its width is exaggerated by the tapered roof profile.

When you really start looking for attractive details, it's a challenge to find one. Admittedly, like the 250GTO, the project's priorities were motor sport, yet you can't help feeling that Aston sent a box of lights, filler caps and badges to Milan with instructions to incorporate them to save money. But, just as I've concluded that it's no match for the beauty of a production DB4, I spot a fresh angle. From a low viewpoint, the shapely side profile totally entrances, conjuring Spada's original sketch. That indecision and continual reassessment all add to this 1960s exotic's captivating charms.

All 20 DB4GT Zagatos were handmade, and as a result they are all unique. Some – such as chassis 0188, which Antonio Mochetti ordered with production DB4 nose, lights and bonnet vent – look more 'Ferrari' than others. The thin hand-beaten aluminium body panels even differ from side to side, which is part of their character. On this car, chassis 0184, the overhang in the rear arches is different from left to right.

Doorhandles also varied, with earlier cars having push levers while others have Zagato's signature ring hook and thumb button. With Perspex window and flyweight alloy panel, the door feels flimsy when pulled, but inside that Italian Superleggera flair has vanished as Feltham's production DB4 fittings dominate the cabin. The broad, deep-cushion seats retain a cherished original patina, while the crackle-black fascia, Smiths gauges and wood-rimmed steering wheel with satin-black spokes are all traditional Aston. Above the waistline, the tapered roof feels close but its roomy midriff means that there's ample space for a fly-off hand-brake inside the door to the right of the seat.

The pedal layout is superb and perfect for heel-and-toeing, while there's a considerate resting place for your clutch foot – ideal for relief when blasting down the Mulsanne Straight. From the 1930s, Aston always considered driver comfort, whether it was in its racers or its road cars. The tall gearstick is a handy stretch away

and the standard H-gate of the all-synchro, close-ratio David Brown 'box will be familiar to Aston owners. Unlike many Zagato GT road-racers, this one comes with ashtray, clock, heater and sill-to-sill carpeting but, at a hefty list price of £5469, you expect some refinements.

Turn the key and the 3.7-litre twin-cam 'six' erupts with a throaty bark that perfectly complements the muscular styling. Shorn of a further 150lb over the already lightweight DB4GT, and with a high-compression motor developing a claimed 314bhp, this coupé delivers impressive acceleration, particularly when the revs pass 3000rpm. Driving out of Derby, we relish every traffic-light stop for the chance to open up its dramatic performance through the gears. But, as with all DB 'boxes, the change is on the notchy side and, similar to a Moss unit, it protests if you rush it. The punch makes you forget that this is a 52-year-old car and, with the ton arriving in just 14 secs, it'll upstage most challengers. Everywhere it roars, the Zagato gets a positive reaction, with all ages hastily getting out mobile phones to record its passing. But with only 19 survivors – 2 VEV was built again after Lucien Bianchi destroyed the original chassis at Spa in 1962 – you're twice as likely to see a 250GTO on the road than a DB4GT Zagato.

After a few miles on a warm summer day, the cockpit starts to cook and we quickly wind down the windows to get some air. With a succession of roundabouts, you also start to notice the heavy steering, which requires firm direction even around the centre. As the pace builds on clearer, twistier country roads, the observation of Stirling Moss about the Zagato being "very much a strong-man's GT car" rings true, and you realise why, after just one race at Goodwood on Easter Monday '61, he talked team owner Rob Walker into quickly selling the first car built and buying another 250 SWB. "It's the original blunt instrument," recalled Moss after finishing third to a pair of Maranello beauties, "short, quite highly strung and twitchy."

Push harder on twisty Derbyshire roads and you soon appreciate his point. Enter corners at an enthusiastic pace and the Zagato's bias is to understeer. On a circuit there's space to try to

ASTON MARTIN DB4GT ZAGATO

Sold/number built 1960-'62/20 (including replacement chassis for 2 VEV)

Construction platform chassis with Zagato magnesium-alloy bodywork

Engine all-alloy, dohc 3670cc 'six', twin plugs per cylinder, three twin-choke Weber 45DCOE4 carburettors, 9.7:1 compression ratio (9.3:1 for race cars)

Max power 314bhp @ 6000rpm

Max torque 278lb ft @ 5400rpm

Transmission David Brown all-synchromesh close-ratio four-speed manual, RWD

Suspension: front independent, by unequal-length wishbones, coil springs, Armstrong telescopic dampers, anti-roll bar rear live axle, coil springs, parallel trailing links, Watt linkage, Armstrong lever-arm dampers

Steering rack and pinion **Brakes** discs all round **Length** 14ft (4267mm)

Width 5ft 5¼in (1657mm) **Height** 4ft 2in (1270mm) **Wheelbase** 7ft 9in (2362mm)

Weight 2580lb (1170kg)

0-60mph 6.1 secs **Top speed** 153mph **Mpg** 14

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The Italian connection

Story has it that 'Mr Bristol' Tony Crook, was responsible for introducing Aston Martin to the famous Italian coachbuilder. Crook was a good friend of team manager John Wyer, as well as being Zagato's agent in the UK. The get-together possibly took place at the 1959 London Motor Show, but Stephen Archer, author of the definitive reference *Aston Martin Zagato*, states that design engineer Harold Beach asked Carlo Anderloni of Touring for advice on the best specialist to build a lightweight racing GT, and Zagato was proposed. This was a small project compared to Touring's commitment to standard DB4 production, and Anderloni didn't see the contract as a threat.

Even at Aston, the whole project was regarded as an afterthought because the Feltham works was preoccupied with developing the DB4 convertible, building the DB4GT and running a Grand Prix team. The Zagato was one of many challenges for the Milan-based firm, and in May 1960 it was handed over to Ercole Spada, who was still very much an apprentice having left university just 12 months earlier. The DB4GT transformation was only his second job, and he was closely supervised by Gianni Zagato. Spada recalled that his original concept was "like an animal having its skin tightened from a point in the middle of the back." Changes from the first designs included extending the nose with a

more aggressive front that brilliantly continued the style set by Frank Feeley with the DB3S. Spada's boss wanted the Aston to feature Zagato's signature 'double-bubble' roofline but the talented youngster talked him out of it.

Amazingly, no more than a week was spent on the original design, and much of that time was devoted to details and polishing the sketches for presentation. The finished proposal was posted to Feltham and, hard as it is to believe, there was no face-to-face meeting or technical review. Beach, Wyer and his team liked what they saw and gave it the go-ahead. When the completed car was first delivered to Feltham, the Aston team was stunned by its beauty, but once it investigated under the surface, the build quality horrified the British workers, who drew up a long list of faults. The prototype '0200' had a uniquely aggressive shark-style nose when it made its debut at the 1960 London Motor Show, but the front was later modified after a racing accident in 1963.



The rear three-quarter is perhaps the Zagato's best angle, reckons Walsh, and conjures images of the Ferrari 250GT SWB

'WHEN THE CAR WAS FIRST DELIVERED TO FELTHAM, THE ASTON TEAM WAS STUNNED BY ITS BEAUTY'







Clockwise, from main:
Aston is much happier
devouring straights than
tackling curves; DB4
seats; rear suspension
now features correct
lever-arm dampers again;
push-button door handle



balance that but, combined with the weighty rack-and-pinion steering, the Zagato is frustrating work to hustle along. The brakes, too, require a hefty shove, and the deep travel is occasionally unnerving, but they improve dramatically once warmed up. The understeer was a result of Aston taking too much weight out of the centre of the car where aluminium replaced steel sections. This made the chassis nose-heavy, and thus unsettled the balance. On several occasions the DB4GTs were quicker on-track and even maestro Jim Clark struggled on the limit.

For a lightweight GT, the ride is surprisingly good, much to the credit of Aston Engineering's recent work, and there's none of the nervousness on minor roads that you'd expect from a machine created primarily for competition. Like a fast pre-war sports car, it's a rewarding challenge to motor quickly but as the miles clock up you relish the straights more than the bends. Don't get me wrong, this is one hugely desirable '60s GT with bags of character but, like Moss, I've driven a 250GT and it's spoilt me. Yet, while the Aston may lack the delicacy of the Ferrari, there is no doubt that the magnificent engine goes a long way towards making up any lost ground. For many enthusiasts, the DB4GT Zagato remains the ultimate Gran Turismo.

Like many Zagatos, 0184 was a struggle to sell when new due to its hefty asking price. While at the Feltham works, 4359 ML was used as a test car and was the only such model ever loaned to a magazine for a road test. For *The Autocar* to be entrusted with the £5469 exotic GT was a real scoop. On a gusty spring day, the lightweight Aston covered the 0-60mph sprint in 6.1 secs, with a best maximum of 153mph. There are no contemporary figures for a Ferrari 250 SWB against which to compare it but, subjectively, it feels faster.

When it did finally sell, 0184 went to Dunlop at a discount in return for development work on the brakes, which had been a constant concern. The Girling units had a tendency towards 'knocking off', whereby the pads are tapped away from the disc. The result was an unnerving amount of pedal travel before the anchors came on. In the heat of competition, Zagatos suffered this problem more dramatically than road cars. In an attempt to resolve things, Dunlop C111 calipers were fitted in 1963.

The car had a hard life at Dunlop, clocking up 25,000 miles on local airfields during constant testing but, during its ownership, the gearbox, clutch and back axle received regular attention. The car was always scrupulously maintained by Dunlop, claimed second owner Bob Owen, who acquired it in June 1967 from a Birmingham dealer. A keen club racer who owned a DB3S, the Cheshire-based enthusiast saw the coupé as the next step, and he happily traded an Austin-Healey and £200 cash for the five-year-old Zagato. Owen immediately had it repainted Rover dark blue, and used it in a few club events from 1967-'68 before moving it on for £1400 when a standard DB4 was valued at £1000.

The next owner was car collector Sir Anthony Bamford, who "just loved the look of it". While working overseas, he sent 0184 to the factory to be extensively overhauled. As well as having it

repainted Aston Martin Fiesta Red, the JCB chairman re-registered the car 8 DBL – a number transferred from an ex-works MGB that he still owns – for no other reason than he felt the shorter number better suited it.

The next owner was Ernie Miller, a butcher from Essex who had a real passion for DB4GT Zagatos, and believed them to be the pinnacle of Aston Martin history. Having owned several and raced them, Miller's view was that 0184 – for which he paid £3500 – was too good to risk on the track. Other than a class win at the AMOC Concours at Fort Belvedere – there's still a plaque on the dash – and a road trip to Le Mans in 1973, the car was little used. Martin Hilton acquired it for £6100 in 1975, and competed in a few club events before selling it in 1980 to Peter Kaus, the German founder of the spectacular Rosso Bianco collection, where it became a star of his Zagato-themed display. When driving the newly acquired Aston to Dover, Kaus was stopped by an enthusiast who recognised the car. So distressed was he that 0184 was leaving the country, he tried his best to stop its export.

A decade later, Kaus decided to sell some of his road cars. The Aston was auctioned by Poulain le Fur in Paris, where it sold for FF5.8million to a Sicilian collector who specialised in Zagato-bodied cars. Its next custodian had the body sprayed in its original metallic Almond Green, and re-registered it 4359 ML. After a sheltered life away from the track, 0184 was later prepared

for racing by RS Williams so that new owner Juan Barazi could enter the RAC TT Celebration at the 2003 Goodwood Revival. The car has subsequently returned to the flagship event

with William 'Chip' Connor II sharing the driving with Touring Car ace Rob Wilson.

In recent months, 0184 has been returned to authentic road specification by top specialist Aston Engineering in Derby. "We've taken out the racing clutch, rebuilt the gearbox and changed the back-axle ratio from 3.77 to a taller 3.06," says workshop manager Gareth Williams. "The front was too firm for the road, so we've fitted our own handling kit with gas dampers, new springs and a stiffer anti-roll bar. At the back, we've removed the telescopic conversion and refitted the original Armstrong lever-arm dampers but with thicker oil. We've also put it back on narrower Avon Turbospeed tyres, which look more authentic, and removed the roll-over bar."

Aston Engineering has worked on many of the greatest racing Astons, including Project 212 and a DBR1, but the Zagato was the first in its long-established workshops, where it took pride of place among three DB4GTs being race-prepared. "This is special and the styling to me is drop-dead gorgeous," says Williams.

In isolation, it's perfectly possible to criticise Spada's design, but park it among contemporary Astons and the Zagato really does look the most dynamic example of this stylish line. Such an original car is too important to race again, and I pray that no one is tempted.

Thanks to Fiskens (www.fiskens.com):
Sir Anthony Bamford; Aston Engineering
(www.astonengineering.co.uk)

'THE SECOND OWNER TRADED AN AUSTIN- HEALEY PLUS £200 CASH FOR THE ZAGATO'

OVERSEXED, UNDERWEIGHT ...AND OVER THERE

While middle America fell for fins and chrome, SCCA racers discovered the thrills of European sports cars from Porsche and Jaguar. But which wins the heart of **Julian Balme**: 356 or XK120?

PHOTOGRAPHY DAVID SHEPHERD





PORSCHE 356 SPEEDSTER

Sold/number built 1954-'59/4144

Construction steel monocoque

Engine all-alloy, ohv 1582cc flat-four;

88bhp @ 5000rpm; 86lb ft @ 3700rpm

Transmission four-speed manual, RWD

Suspension independent, at front by trailing

links rear swing axles, trailing arms; transverse

torsion bars, telescopic dampers f/r

Steering worm and peg **Brakes** drums

Length 13ft 2in (4015mm) **Width** 5ft 5½in

(1665mm) **Height** 4ft (1220mm)

Wheelbase 6ft 10¾in (2100mm)

Weight 1710lb (776kg) **0-60mph** 10.5 secs

Top speed 107mph **Mpg** 28

Price new \$3928 **Price now** from £90,000

JAGUAR XK120 ROADSTER

Sold/number built 1948-'54/7612

Construction steel box-section chassis, steel

body **Engine** iron-block, alloy-head, dohc 3447cc

'six'; 160bhp @ 5000rpm; 195lb ft @ 2500rpm

Transmission four-speed manual, RWD

Suspension: front independent by wishbones,

torsion bars, telescopic dampers, anti-roll bar

rear live axle, leaf springs, lever-arm dampers

Steering Burman recirculating ball

Brakes Lockheed drums **Length** 14ft 5in

(4394mm) **Width** 5ft 2in (1575mm)

Height 4ft 5½in (1360mm) **Wheelbase** 8ft

6in (2590mm) **Weight** 3024lb (1372kg)

0-60mph 10 secs **Top speed** 125mph **Mpg** 20

Price new \$3945 **Price now** from £50,000



It's that old question again, usually to be found nestling between the pages of the weekend newspaper colour supplements: 'If you could go back in time, where would it be to and when?' Easy for me: southern California during the 1950s. The decade was awash with inspiration, particularly from that corner of the United States where, despite America's colossal contribution to the Allied war effort, escaping invasion or bombing had enabled its inhabitants to build an exciting and glamorous future, rather than repair a dull and boring past. With the enviable backdrop of a Mediterranean-style climate, the state became arguably the most coveted destination in the world, whether you were an aspiring architect, artist, airplane designer, jet scientist or movie star.

Then there was the car culture. Hot rods, customs, dry-lake competition, midget racers, stock cars – So-Cal's sprawling city of Los Angeles was even designed around the automobile. Its influence infused everything, but there was also a generation of young Americans who,

'A GENERATION OF AMERICANS, NOT BY CHOICE, HAD SEEN MORE OF THE WORLD'

unfortunately not by choice, had seen more of the world than any of their fellow countrymen before or since, and as a result were equally open to influences and products from beyond their own shores. And that included British and European sports cars. For wealthier ex-servicemen they were happy reminders of time spent abroad and, with the sonic boom of post-war prosperity, many could afford to indulge in a second 'fun' car to complement the family sedan. It helped, too, that in Southern California people rarely had to struggle with the equipment that British manufacturers in particular optimistically referred to as a car's weather protection.

Competition was always part of the American way and, before long, enthusiastic owners were

campaigning their foreign cars in amateur road races organised by an organisation known as the SCCA. The Sports Car Club of America had been formed in 1944 in Boston on the East Coast, but within just five years it had grown into a group that put on events all across the country, with grids made up primarily from contemporary imported production two-seaters. The occasional pre-war exotic or home-built special topped off these fledgling fields. Typical of those entries, and perfectly book-ending the 1950s, are the two cars you see here.

Prior to the launch of the Jaguar XK120, a car that was nothing short of sensational, as a rule British sports cars had mudguards and headlights on stalks. In fact, the first feature in the inaugural issue of *Road & Track* magazine, an American title launched on the back of the new passion for performance automobiles, was entitled 'Technical Progress in the British Motor Industry' and featured MG TCs throughout. Indeed, the popular Abingdon marque was ubiquitous in early SCCA competition. Until, that is, the arrival of the 120mph Jag.



Clockwise: XK120 is still fast and must have felt like a rocketship in its day; enduring 'six'; wonderfully patinated cockpit; original tools and books; disc wheels don't help with brake fade; cranked lever for recalcitrant Moss 'box



The XK120, probably more than any other British car, can be cited as spearheading the UK's automotive export drive, and from there the nation's gradual escape from austerity. Given the roadster's svelte yet curvaceous lines it is hardly surprising that it was so desirable; add into the mix its race-car levels of performance from the 3.4-litre, twin-overhead-cam XK straight-six and it became a must-have for anyone with a whiff of gasoline in their nostrils and a spare \$3945 in December 1949. Hollywood legend Clark Gable was an early owner, and reckoned that the XK120 was as perfect a car as you could get. His only quibbles? The 12V charging system, the non-American threads on the nuts and bolts, plus a lack of provision for cool air in the cockpit! He even sneaked out to one of the dry lakes to see how fast it would go – 124mph, much to the studio's dismay.

Roughly 240 cars were built with aluminium bodies, on what was in effect a cut-down and slightly narrowed MkV saloon chassis. Suspension was by double wishbones and torsion bars at the front, with leaf springs to the rear. With each

one of the William Lyons-designed bodies being largely hand-built, production was painfully slow and it wasn't until late 1949 – and the switch to steel shells – that supply neared demand.

Mike Hallowes' Silver Grey example is a particularly early steel-bodied car and, as you can see, remains remarkably original. In fact, neither of the cars gathered for our photoshoot has been restored, and both have covered only a limited number of miles. In spite of its right-hand-drive specification, the XK120 was one of seven cars shipped in 1950 to Max Hoffman, the New York City-based dealer who led the way in importing 'foreign sports jobs' into the United States. It is not known whether the Jaguar's first New England owner ever raced his new toy but, rather tellingly, its worn keyfob does wear a bronze SCCA badge. If he didn't, he was in the minority, because XK120s would fill race grids in the over-1500cc categories for the remainder of the decade.

After the MG TAs and TCs, the speed of the Jaguar must have been astonishing. Even today, hooning around an airfield, it still feels pretty

swift and only the ponderous nature of the Moss gearbox lets it down in a drag race with the smaller Porsche. It is also rather cramped for anyone over 6ft tall; the cockpit may be broad but it isn't deep, with the steering wheel more or less worn on the chest. The drum brakes were later criticised, no doubt hindered by the heat-retaining steel wheels and rear spats, but during our day in Gloucestershire they were perfectly adequate, repeatedly pulling up straight.

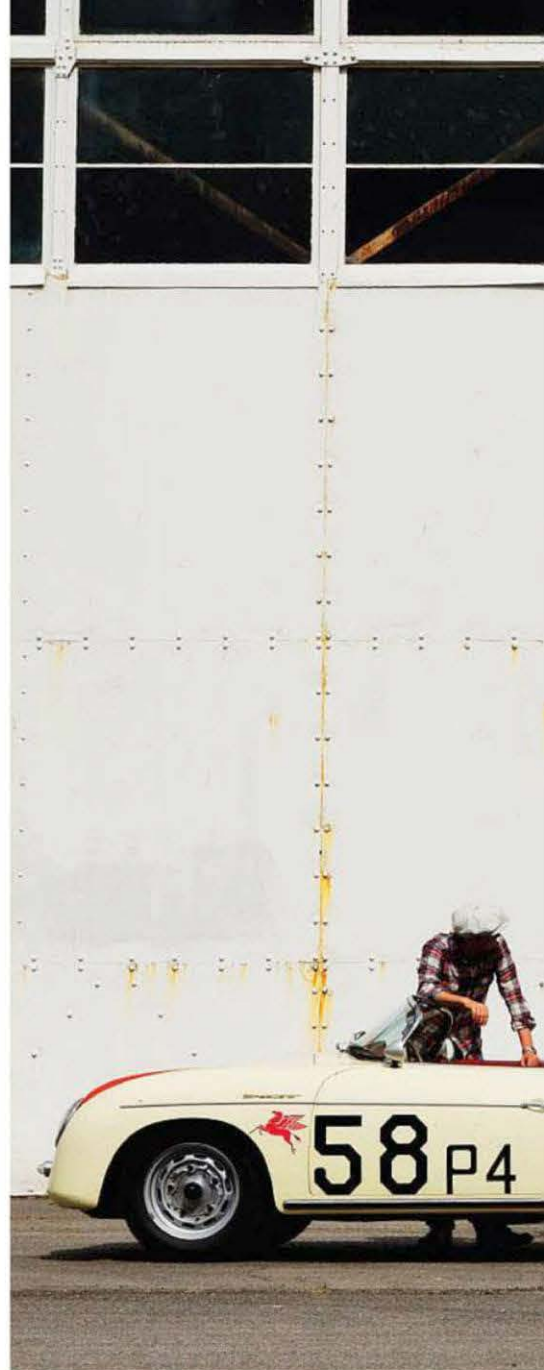
As the drizzle of an English summer threatens to turn into a full-blown rainstorm, you can only imagine gliding up the Pacific Coast Highway in this elegant cat to a race on the airport track at Santa Barbara, or charging inland across the desert to the airfield at Palm Springs, home of the SCCA's most glamorous meetings and where the paddock often played host to movie stars such as Zsa Zsa Gabor. Another circuit mapped out on an airfield by haybales and cones was Santa Ana, down in Orange County, but of all of these early makeshift racetracks, Pebble Beach, up north on the Monterey peninsula, was the most picturesque and demanding.

'GIVEN HOW MUCH SMALLER IT IS
THAN THE XK, THE FIRST THING
YOU NOTICE ABOUT THE PORSCHE
IS HOW MUCH ROOMIER IT IS'





Clockwise: nimble little Porsche loses out on power, but makes up for it with agility; thrumming flat-four; stylish, spartan cabin with low 'screen contrasts with Jaguar's more vintage vee; delicate details; distinctive steels



The sport grew so quickly that, within a couple of years, the XK120 could no longer compete with the new breed of exotic factory sports-racers being turned out by the likes of Ferrari and Maserati – not to mention Jaguar's own C-type. Yet for the weekend warrior looking to impress a date at Ciro's on Friday – and at the racetrack on Saturday – the Jag remained a favourite among the production classes.

Hoffman, the very same dealer who had originally imported Hallows' XK (which returned to the UK in 1987, covering only 600 miles here up until 2007), played more than a supporting role in the success of our second car, too. Like so many, with the rise of the Nazi party Hoffman had left his native Austria for Paris before finally settling in New York during 1941. First he set up a successful jewellery firm, before following his heart back into the car business, establishing a sales showroom on 59th and Park Avenue. Delahaye was the first marque he imported but, significantly, he took a chance in 1949 by becoming Volkswagen's East Coast distributor for the Beetle. The following year he met Ferdinand

Porsche in Paris and arranged to bring over 15 of his new sports cars. Within a further 12 months, Hoffman had successfully hillclimbed one and, in a blisteringly short space of time, he had brought the German sports car to the favourable attention of American enthusiasts, despite the model's small engine capacity, quirky looks and high price-tag.

By the time that Hoffman had commissioned architect Frank Lloyd Wright to design a new showroom to be built on his Manhattan site, he wielded a considerable amount of influence among the European manufacturers. Apart from Jaguar and Porsche, his contact book by then included Mercedes-Benz, Lancia, Alfa Romeo, Daimler and Jowett. Hoffman had their ear, and he is credited with encouraging Mercedes to produce the 300SL Roadster then, later, BMW the 507, but his first coup was to get Porsche to build the 356 Speedster. Hoffman was already the firm's sole US importer, distributing to a network of select dealers including past customer John von Neumann in California. From von Neumann, and from his own West

Coast showroom in Beverly Hills, Hoffman knew that a cheaper, stripped-down, open-top 356 could be even more popular among the So-Cal sports-car set than the XK120s he had so admired. By 1956, the under-1500cc production class would be dominated by Speedsters.

No doubt that was a deciding factor when a young Charles Foye Jr from Walnut Creek, across the bay from San Francisco, bought this Ivory example in 1958. Like the Jag, this time-warp car screams originality but, despite being a race car, it has led a slightly more pampered life. It took a year for the crew-cutted Foye to muster the courage to get out and compete, but he placed well in SCCA events at Reno, Sacramento and Stockton and, although he retired the car from competition at the end of 1961, 'Junior' kept it until 1996 when he gave it to his buddy and mechanic, Richard Poncedeleon. It was from him that Gregor Fisker bought the beautifully preserved Porsche three years ago.

Compared to production-class opposition such as the MGA, Alfa Giulietta or Triumph TR2, the 356 was technically far more daring,

Euro track pioneers

Of all of the American drivers of Jaguar XK120s, Phil Hill was probably California's best-known. The future Formula 1 World Champion won the first Pebble Beach meeting, held in November 1950, at the wheel of a very hot roadster, despite it not having a functioning clutch. Tony Parravano, another pillar of So-Cal and Sports Car Club of America society, also owned a red XK120, usually pedalled by Jack McAfee before the pair moved up to Ferraris.

John von Neumann, proprietor of the famed sports car dealership Competition Motors in North Hollywood, was an early racer of Porsche 356 Speedsters, but his client James Dean became the model's best-known exponent, despite a relatively short tenure with his white example. In the early days of his career, Dan Gurney also ran a white Speedster in Californian SCCA events, along with his buddy Skip Hudson.



the only common denominators being the use of four cylinders and rear-wheel drive. Being one of the last Speedsters, this car is powered by a 1582cc air-cooled flat-four using aluminium bearings rather than the roller type of earlier cars, and fed by two dual-choke Zenith carbs. If the lack of a radiator wasn't disconcerting enough, those German boffins had stuck the engine in the back of the car, though it wasn't all futuristic: the brakes were still drums all round.

Given how much smaller it is than the Jaguar, the first thing you notice about the 356 is just how much roomier the cockpit is, and then how much lower you're sitting. To borrow a Frank Gardner quote, you're sitting *in* the accident rather than, in the case of the Jag, *on* it. The wheel is equally large but, rather than aimed at the heart, its sights are fixed lower – and it's the steering of the 356 that provides the first surprise. The big cat needs plenty of driver effort to change direction, while the Porsche is delicate without being vague.

After the deep bellow of the Coventry-built 'six', I'm stunned by the din emanating from the

'COMPARED TO RIVALS SUCH AS THE MGA, ALFA OR TR2, THE 356 WAS TECHNICALLY DARING'

racing pea-shooter exhausts of Stuttgart's finest. It isn't unpleasant – the schoolboy in me really quite likes it – but it does sound like a very angry swarm of flatulent bees. The throw of the gearstick was reduced for 1958, but my only criticism of the car's ergonomics is that, being a bigger chap, I have to stretch for the lever. Everything else, including the three clearly visible dials placed behind the wheel, is perfect. Indeed, you can see why designer-types rave about these cars: like any Apple product, the whole experience is totally intuitive and after just five miles it feels as if we've been together for years.

The M4 is no substitute for Interstate 5, but for a minute I allow myself to think that I am heading north to a race at Bakersfield. On the

motorway the Jaguar is definitely the better tool for the job, soaking up the miles with ease, but on the return journey with the 356 I take a route more akin to the coastal back-roads of California. In the early evening sunlight, it is nothing short of a revelation. With the engine singing away between 3000 and 4000rpm, the little Porsche rolls along far quicker than I'd ever given it credit for. On the public highway I am never going to find the limit of the infamous swing axles, but neither is cornering the tippy-toe experience I'd been led to believe it would be.

So who do I want to be, Clark Gable or Jimmy Dean? If all I had to do was look at these cars then the Jaguar wins hands down, but for a lasting relationship built on the rewards of driving it would have to be the Porsche. There again, if I could go back to LA in the '50s, take part in amateur road races and hang out in Hollywood, I wouldn't really care which one of these two sporting giants I owned.

Thanks to James Mitchell at Fiskens (www.fiskens.com) and to Mike Hallowes

First steps on the stages

Many of us have thought about a bit of gentle competition in a classic, but where do you start? **Alastair Clements** meets the regularity rallying novices on this year's Summer Trial

PHOTOGRAPHY **FRANCESCO RASTRELLI/TONY LARGE**



Daniel Gresly/ Elizabeth Chatelain 1972 PORSCHE 911S/T

Although Gresly is a veteran of many regularity events, it was a baptism of fire for co-driver Chatelain – and their car, which was trailed over as part of a healthy Swiss contingent. “I bought the 911 in February, but only got it two weeks before the Trial,” says Gresly. “At scrutineering, in the pouring rain, I struggled to start the competition engine and nearly missed the deadline. But when the 2.5-litre flat-six started, the clouds cleared and the sun came out – it was a fantastic moment. And from then on it went superbly. Elizabeth did a really good job and already wants to come back and be my co-pilot on other rallies; after the first day we were ninth overall – with a novice!”

“The rally itself was excellent, so well organised; from the mechanics to the marshals, it's hard to find a better team of people. There was a lot of rain, but the countryside around Beaulieu was lovely and all of the other participants had a great sense of humour, so every time you stopped there was a fantastic atmosphere – it was really crazy-good. And that's why I keep coming back – I'm planning to do Le Jog this year in the Arrive & Drive Range Rover with one of my best friends, plus the London to Lisbon next year in one of my other Porsches, a 1965 911 short-wheelbase.”



The idea of long-distance rallying conjures images of roof-racked and knobbly-tyred classics plodding their weary way from London to Mexico or, more recently, intrepid veteran cars roaring from Peking to Paris.

Yet there is a healthy tradition of historic regularity events within our own shores, from the scenic to the downright epic, topped by the notorious Le Jog Reliability Trial that runs from Land's End to John O'Groats.

The regularity rally is among the most affordable and accessible forms of motor sport for those who like the idea of something a bit more strenuous than a club run, but don't want to go as far as competition licences, full roll-cages and open chequebooks. With that in mind, in 2009 the Historic Endurance Rallying Organisation (HERO) created the Summer Trial to cater for newcomers to the sport. The Trial is open to cars built before 1 January 1984, but for first-timers who don't fancy risking their own cars HERO also offers an 'Arrive & Drive' service with its own fleet of classics.

This year's Summer Trial took place from 12-14 July along the roads of Surrey, Sussex and Hampshire from its Goodwood base. Away from the battle for overall honours – taken by the father-and-son team of Michael and Simon Baker in their 1978 Porsche 911SC – C&SC caught up with some of the less-experienced competitors to find out how they got on.

Thanks to the Historic Endurance Rallying Organisation: www.heroevents.eu





John Evans/ Jane Wainwright 1970 TRIUMPH TR6

When this duo won their entry via a C&SC competition, they were understandably apprehensive. Says Evans: "Jane took some convincing. She researched regularities and said 'take someone else'. Tony Davies from HERO gave her a few pointers and persuaded her to have a go, and it turns out she's a bit of a natural." Some understatement: they won their class, plus the Absolute Beginners Trophy: "Jane's a demon map-reader, with a competitive streak I'd never seen before."

Their steed was courtesy of the organiser: "When I was growing up, I always wanted a TR6 and nearly bought one, but head ruled heart, so to have three days in it was wonderful. It leaked like a sieve, though!" As for the event, Evans can't recommend it highly enough: "It wasn't what I expected, and that's the beauty of it. I'd thought it sounded a bit sedate, but it's the most fun I've ever had in a car. I would recommend it to anyone, and have done to everyone I know. We're so hooked it's untrue."

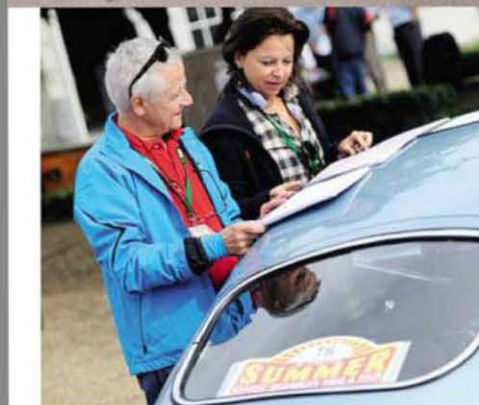
Unsurprisingly, they are now planning their schedule for next year: "Le Jog may be a step too far, but we'd like to do the Malts. Jane has told me not to buy a car or she'll kill me, but there's a Lancia Beta for sale up the road. It's kitted out for road rallies and looks quite sweet... maybe heart will rule head this time."



Anna Fabbri/ Gian Klainguti 1967 JAGUAR E-TYPE FHC

HERO's Arrive & Drive scheme is Swiss Fabbri's innovative way of choosing her first classic. "This was my second event and it was absolutely great," she enthuses. "We did the Scottish Malts earlier in the year in an A&D classic - I'm trying out as many cars as I can before I buy my own! I want a fast sports car, but it also needs to be comfortable - so the E-type was perfect until it lost reverse gear and we switched to an MGB, which was also great fun. It needs to be reliable - I have to be able to trust it because I plan to do more events; we have three here in Zurich that I would like to enter."

Fabbri opted for the scenic Tour rather than the competitive Trial to break in her friend Klainguti as a navigator: "I would absolutely love to do the Trial, with the right co-driver, but I want to be the driver - navigating is too boring for me! Gian did great; he was a bit confused by the maps at first, but he soon got used to it. I enjoy the atmosphere, the people and the environment on these events - I got to see everything in the Goodwood area, which was wonderful - and they are superbly organised. I've already registered for next year's London to Lisbon and hope to take part in the tests - or perhaps even the full Trial."



Above: smooth power of the 4.2-litre straight-six in borrowed S1 E-type appealed to Fabbri. Left: navigator Klainguti gets a few pointers on how to read the tulips

Far left: Gresly/Chatelain Porsche creates a bow-wave on soaked British roads. The pair ran well, but missed out on a medal because they couldn't stay for the final day



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Piers Barclay/ Chiara Bucciarelli Ducci

1965 FIAT 500 GIARDINIERA

For his second Trial, Barclay was persuaded to leave his Fiat 124 and bring the 500: "It was a bit underpowered but handled sweetly and I had no trouble keeping up – especially on the tighter tests. I've never driven a car so consistently hard and fast – but that's why it was fun! I did get a bit overenthusiastic on a test and managed to break a driveshaft. The mechanics were wonderful: they jacked it up and welded the shaft together, so the next day I felt very guilty when we launched off a stop-astride and it broke again. At least it showed that I was taking it seriously!"

"I loved the camaraderie and the banter; it's competitive, but people don't take it too seriously. I met Chiara on the Trial last year – we shared the driving and it was her first time double-declutching. I'd love to do Le Jog if I could get permission from my wife, but I'm already looking forward to next year's Trial!"



Above: tiny Fiat received a wonderful reception from spectators and marshals, and proved brilliantly agile around the cones on the tighter tests

Below: youngest crew member for 2012 was 10-year-old Freddy – already a dab-hand at tulip-book navigation!



Urs Mezger/ Denise Mezger

1968 PORSCHE 911T 2.0

"We did the Tour on the Malts, so returned for our first Trial at Goodwood," says Basel-based Urs Mezger, who hired a Porsche 911 from the organiser after finding his Aston DB5 unwieldy on the Scottish event. "It's a very good formula for this kind of rally, so we thought we'd try it out – now I plan to sell my E-type and buy a 911 2.4S to be a bit more competitive. Doing the Trial was exciting – the tests were a lot of fun – but sadly we missed a control on the last day and that wrecked the result, otherwise we would have been in the middle of the pack. Although you're busy driving, there's also time to enjoy the scenery, along roads you wouldn't usually take. Plus the evenings are wonderful, meeting so many nice people with a common hobby."



Rob Short/ Freddy Short

1972 JAGUAR E-TYPE V12

They start 'em young in the Short family. Last year Rob brought 11-year-old Harry for his first Tour – in a Cobra – and returned this year with 10-year-old Freddy as navigator. "He absolutely loved it," says Short Snr. "It's a memory he'll always have. At that age you can read the tulips very well – bringing up children is nine-tenths distraction, and he loved being on the maps."

Short hired the E-type from a local firm at the last minute, so he was restricted to touring: "The insurance won't cover us for tests, and the boys are a bit young – although I think we'd have done fine. I'd like to return with a friend and do the Trial – or perhaps when the boys are a bit older."

"The E-type was fantastic. The Cobra was a bit of a fight, but the Jag was really enjoyable – if a



bit thirsty. It's a fascinating event, because there is a diverse entry from all over the UK and Europe, brought together by a common love of classics. It just seems to work."

"On the Tour, it could have been very difficult to mix with a 10-year-old boy, but people came over and started conversations, asked him how he was getting on; they were really friendly and supportive." And will he be back? "There are more brothers, so there will be more Tours!"



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Sonja Peek/ David Peek

1973 BMW 1602

The Peeks are adamant that you're never too old to start rallying. "We were approaching 70 and decided that it was time to do some of the dreams we'd had when we were kids," explains David. "And now we've got the bug." The pair were driving HERO's left-hand-drive 1602, prepared by BMW Park Lane Classic, on their first-ever event: "We used the little BMW on the Trial and we're trying the Porsche 911S on the Throckmorton, then we'll make a decision on what we buy for ourselves. We're both Porsche enthusiasts, but the BMW is a perfect tool for the job, with lots of cabin space, so we're swinging towards buying a 2002. Our kids are horrified because we're spending their inheritance!"

The husband-and-wife team discovered that they worked best with Sonja at the wheel and David on maps, securing a Red Riband for their efforts: "We were determined to have fun and we never had a cross word throughout the event, so it clearly worked out."



Above: novices Sonja and David Peek look like old stagers as they press on in their borrowed – and beautifully prepared – 1973 BMW 1602

Below: Red Riband award winning teenagers Mezger and Baumann get to grips with TR4A on regularity (left) and test (bottom)



Nick Mezger/ Leanord Baumann

1966 TRIUMPH TR4A

For 19-year-old novices Mezger (son of Urs in the Porsche) and Baumann, the Trial was a pre-university adventure, and proved to be like nothing they had experienced before. "It's not that easy to do this kind of event in Switzerland because of the traffic and the restrictions on the road," says navigator Baumann. "So it was all new for us, and really interesting." Learning their way around HERO's TR4A (and the route book) was the first challenge: "Nick had driven a Healey before and compared to that the TR handled quite well. He'd done a few trials in Switzerland, but nothing like this and it was my first event so on the first day we didn't have much idea. We also had some bad luck on day two, but did OK on the third day and really improved."



"There wasn't one stand-out moment, we just had a great time together throughout the event – both during the driving sections and in the evenings. The other competitors were all very friendly and open, plus they helped us to learn from our mistakes and pointed us in the right direction. And the weather could have been a lot worse – after the rain of the first day, the sun came out. We'd love to do it again when we have finished our studies."



Experts' top tips

Among the most experienced competitors on this year's Trial was Scot **Colin Waudby**, driving his 1968 Volvo 123GT to Class F1 victory with **Kenneth Ferguson**. Waudby is a veteran of more than 15 rallies, including seven Le Jogs, in everything from a Lancia Fulvia to a Daimler Dart: "The Amazon has been put together to rally in a measure of comfort – it has a big heater, which navigators like. You need a car that's happy at 20-30mph, because you have to manage your speeds on public roads, but it also needs to be quick to make up time after being held up. Tests are hard on transmissions, so it helps if the car is rugged, but most reliability issues are electrical."

Waudby has had navigators with varying experience: "I hate to say it, but the navigator wins these events – especially the likes of Le Jog, because if you get lost and fall behind you're doomed. From a driver's perspective, the key is not to break the car. It sounds stupid, but it's easy to blow yourself away on the tests when you don't have to win them all to get a medal."

"Don't push too hard, and get yourself sorted on how to do regularities before you go. People have different theories on timing gear: we have a Brantz, but only use the cumulative readout, plus a large digital stop-clock that we can both see. Develop a language with your navigator – hand signals really help on a night test. The other trick is to recognise that rally timing is by radio-controlled clocks. Instead of an expensive timer, we have a small alarm clock that runs via the GMT digital signal – it only cost £7. And don't forget to zero your trip before you start a regularity!"



FRIDGE BENEFITS

It's 50 years since Iso graduated from white goods and bubble cars to supersaloons and GTs. **Martin Buckley** marks the occasion

PHOTOGRAPHY TONY BAKER



Was the Iso the cream of the Euro-American hybrids? Perhaps: with a chassis by Bizzarrini and the best of everything from Italy and America, the Iso range seemed destined for long-term success in 1962. Yet, like so many before him, the lure of building glamorous GTs made a worried man of the once wealthy, fun-loving Renzo Rivolta. His hefty investment in tooling for his eponymous first model misjudged the size of the appetite for such cars, as well as the fickle nature of the market. When Iso's American importer failed to honour an agreement to take 50 Rivolta coupés per month, the project was dead almost before it had even started.

In fact, the stress of being a specialist manufacturer probably put him in an early grave. At 25-years old, his son Piero became the youngest CEO of any car-maker in the world after his father died in 1966. Even his youthful optimism – and belief in the new products he initiated, such as the Lele and Fidia – was not enough, however, and he abandoned the struggle in 1973 after a falling-out with the firm's new backer, Ivo Pera. The last Isos were built in 1974.

The adventure had begun so light-heartedly 12 years earlier. A charismatic tycoon who had made his fortune from refrigerators and heating equipment before the war, Rivolta rode the wave of the Italian economic miracle in the 1950s with scooters and small vans. If his 1953 Isetta bubble-car concept had not proved popular in his home market, BMW saw the value of it and produced it in Munich on the original tooling, Iso earning a handsome income from the licensing.

Yet Rivolta's nose told him that the world was moving on from such utilitarian transport. While there was no sense in taking on Fiat with a family car, Rivolta thought he saw a niche for a reliable GT with all the glamour of a Ferrari but without the need for expensive maintenance.

He wanted to do the job properly – building fast, luxurious cars on an industrial scale, rather than producing underdeveloped trinkets and dream machines. As a buyer of the world's best marques, Rivolta was in a good position to judge their shortcomings and recognised that the key lay in using an American V8 engine, the best of which were reaching new heights of reliable power and sophisticated refinement.

Another element in the success of the new GT was technical credibility, and for this Rivolta hired Giotto Bizzarrini. Fresh from his quarrels with Enzo Ferrari, the former Alfa engineer and architect of the 250GTO added intellectual weight to the project. Bizzarrini created a rigid and well-balanced platform that reconciled four-seater comforts with accomplished handling more successfully than any other GT of comparable ambitions at the time. Its basic elements would remain constant through to the 1970s.

Rivolta

In many ways, the Rivolta was the most ambitious of the cars built at Bresso. It was not so much an attempt to take on Ferrari and Maserati at their own game, but to build an Italian Jaguar in substantial numbers (50 per week was the original projection) using modern production techniques. In other words, it was not going to be an artisanal product, instead being built in



Top: cute Isetta was Iso's first car; this BMW version is powered by a motorbike single. Above right: dark tinted glass suggests that Moss' Rivolta isn't quite as it left Bresso – it sits a bit lower than standard, and (left) packs an injected 7-litre V8. Above: early dash is a touch basic, seats are from a later Lele

quantities that meant it could be offered at a lower cost than its rivals. The Chevrolet Corvette's 327cu in V8 engine – in 300bhp and 350bhp solid-lifter forms – was an important element in this, although Buick's light-alloy powerplant was also considered.

That its direct inspiration was the Gordon GT (later Gordon-Keeble) is a matter of record; John Gordon and Renzo Rivolta were in negotiations for Iso to build the Bertone-styled, Corvette-engined Gordon GT for some time during 1960/61. Mr Rivolta dropped the idea when the limitations of its tubular spaceframe were identified. If Iso was to become Italy's premier builder of GTs, what it needed was an electrically welded platform chassis with a steel body as a stressed component. Iso supplied just that to Bertone, which returned it clothed in the coupé body using pressed-steel panels. It arrived at Bresso painted and trimmed, and ready to have its engine and drivetrain fitted.

An early project of Giorgetto Giugiaro, the Rivolta was a svelte and distinguished coupé with

an aura of quality and authority in its detailing thanks to its leather seats, 15in wheels (steel disc or Borrani wires) and restrained use of chrome.

There is nothing very restrained about 'our' car although, with its centre-lock Miura-type alloys, it looks fairly standard other than the dark windows and the high-backed Lele-style front seats. In this example, the dashboard is the almost austere early design; from 1965 onwards, Iso gave the interior a plusher, more hand-finished feel. Rivolta was from a generation that still routinely wore hats, which is why this model has such good headroom inside.

By his own admission, Fred Moss' Rivolta is a bit of a hot-rod, but a nicely conceived one with its sequentially injected 7-litre big-block V8. Tall gearing gives 80mph in first, and Moss says that he's seen 170mph in fourth. You can probably guess from these figures that this Rivolta is not quite the refined GT that its makers had in mind but, once you get used to the hefty clutch and meaty effort required for the gearchange, it is not difficult to drive. Moss has fitted later-type

'RIVOLTA SAW A NICHE FOR A RELIABLE GT WITH ALL THE GLAMOUR OF A FERRARI BUT WITHOUT THE NEED FOR EXPENSIVE MAINTENANCE'



brakes and power steering, all very much in the spirit of how Iso would have uprated the Rivolta had it offered a 'super sport' version.

It is savagely quick, with an ability to level inclines and devour straights that gives you little time to assimilate its other qualities. My memories of the low-gear steering and pleasant, refined running in a standard automatic Rivolta a few years ago are totally overwhelmed by the way this car pins you to your seat in every gear to the accompaniment of Can-Am sound effects.

Grifo

While the swift and gentlemanly Rivolta was a fine car, it was the Grifo that would become the scene-stealer. Here was a vehicle that squared-up to the best two-seater, performance-focused GT cars in the world from a company that just a few years earlier had been best known for its bubble cars. Even if it hadn't been so fast and accomplished, the Grifo would have gone a long way on its shape alone, a muscularly elegant redefinition of the classic GT profile – again by Bertone/Giugiaro – that did more for the marque's image than any other model.

It also represented a change of direction for Iso, into the realms of pure low-volume exotica rather than GTs on a semi-mass scale. In many ways, this sensuous and beautifully proportioned *berlinetta* was perhaps the car that it should have produced in the first place.

Based on a 6in-shorter wheelbase (with the engine moved much further back in the chassis), the Grifo was announced in 1963 as the prototype A3/L. With 300bhp and 350bhp options



Yaras' wonderfully original '67 Grifo is unusual in that it has a Powerglide two-speed auto – it suits the car surprisingly well; dash has full set of Iso-badged instruments, rev counter and speedo in the centre, plus various toggles; removable roof panels help to let heat from V8 escape; stylish door mirror



– the latter with solid tappets, higher compression and a 161mph top speed – production didn't really start until 1965. Transmission-wise, there was a Borg-Warner T10 four-speed, a later ZF five-speed option and – perhaps incongruously – a two-speed 'Powerglide' auto model.

Somehow missing out the manual small-block Grifo brought along by Jane Weitzmann (the 1967 Earls Court show car), I took a ride in Andrew Yaras' green '67 Powerglide Grifo. It's one of eight that were built with the two-piece removable steel sunroof panels, which makes it rarer than the Grifo targa (13 cars made in 1969-'70) but not, of course, the Spider, of which only one was produced in '64.

The automatic 'box suits it surprisingly well, and this car is beguilingly original in a way that few Grifos can be these days. Such is the torque, you don't notice the lack of ratios or ever really feel the need to invoke them; the Grifo produces an effortless flow of lusty acceleration in top that will still fling you past most other cars.

Chris Lackner's 7-litre Grifo is another thing altogether. A stalwart of the UK Iso and Bizzarini Club, Lackner has been restoring and improving this car since 1987. I drove WLK 348G in 1994, when Chris first got it on the road, so it's like an old friend. It still has the same ponderous steering box (a powered conversion is planned), but a much nicer modern Tremec gearbox has replaced the original Muncie four-speeder with its ultra-tall first. In fact, the steering seems nothing like as bad as I remember it, and the transmission pretty much transforms the feel of the car. You can reach for the performance without jolting shoulder or thigh muscles.



Stunning 7-litre Grifo is one of just 70 made, and now packs a 454cu in (7.4) big-block Chevrolet V8; only obvious differences are bonnet scoop and '7 Litri' B-pillar badge. Lackner's '68 Earls Court car features a Tremec 'box, which is much easier to use than the original Muncie 'rock-crusher'



Isetta owner Weitzmann clearly has eclectic tastes: she also owns this lovely right-hand-drive '67 Grifo manual, which was displayed on the firm's stand at the London Motor Show. Nardi wood-rim steering wheel and Rivolta crest were constants on Grifos; Alfa light clusters feature in neat rump



Lifelong Iso enthusiast Barry Twitchell has owned this Champagne metallic SII Grifo since '76 – he painstakingly rebuilt the car over 30 years (see C&SC, Dec 2006). Like all Isos, its V8 sits well back in the chassis, giving good weight distribution – this one was rebuilt with alloy heads instead of cast iron



While not quite so savage as Moss' Rivolta, the 7-litre is still addictively accelerative, with a smooth delivery of husky power through to 6000rpm or more, and those amazing in-gear maxima figures – 100mph in second alone. It also seems as if it would pull the 180mph that Iso claimed, while at the same time feeling flat and together in curves, initial understeer neutralised by power without loss of stability.

Inside, the surroundings are splendid, with pleasing use of components from the nicer Fiat and Lancia models of the 1960s in a leather-lined cockpit that is almost a cliché of the GT fantasy.

Iso was happy to leave the cabins pretty much unchanged in the long-nose Series II Grifos, as represented here by Barry Twitchell's perfectly restored example, which he has owned since 1976. I can never quite decide whether I prefer the earlier open-headlight cars or the post-'70 Series II, with the half-covered lamps that give it a more 1970s feel. Seventeen of these were built with the same 300 or 350bhp V8 options up to 1972, then an additional 34 with Ford Cleveland

5.7-litre lumps through to 1974. There were also 24 'Can-Am' Chevrolet 7-litre Series II Grifos with the long nose. The move to Ford motors was an economically rather than technically motivated decision: Ford simply offered easier terms, rather than GM's minimum order of 100 engines with cash up front.

The Grifo could have carried the Iso name through the greater part of the 1970s yet not even its power, glamour and raw desirability could survive a fuel crisis or reckon with a constituency of potential buyers (the very rich) who were always looking for the next sensation. Something faster and wilder-looking soon took its place as the 'in' car of the luxo-GT set.

S4/Fidia & Lele

Projects such as the Fidra and Lele should have given the marque fresh impetus, but they proved to be distractions in a world that was becoming increasingly wary of thirsty supercars. Yet the idea of a four-door Iso looked like a good one for

Piero Rivolta in 1967; here was a new kind of model that his workforce could get behind, and it was entirely the young man's conception. With the ageing Maserati Quattroporte then Italy's only really exotic high-speed sedan, Rivolta saw an opportunity to capture buyers' imaginations with a fresher and more sophisticated design.

This time, he went to Ghia for the shape, yet, because by then Giugiaro was head stylist there, Rivolta knew that he was in safe hands. The resulting design – launched at Frankfurt in 1967 as the Iso S4 – was not conventionally beautiful but with its deep windows, short tail and simple yet effective detailing (including four square Fiat 125 headlamp units) it looked like the most modern saloon on the road in 1967.

A spacious and well-planned full four-seater, it came with the 300/350bhp engines, the latter's 144mph making it the world's fastest four-door. Like the Rivolta and the Grifo, it was a favourite with the great and the good – John Lennon had three, including John Devile's car featured here – but quality problems with the Ghia-built

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Fidia based on a stretched Rivolta platform; John Devile's rare right-hooker – about a dozen are thought to have been built for the UK – began life as an S4 but went back to the factory to be upgraded to the later spec; Fidias first owner was John Lennon, one of three that he's thought to have owned



Lele – named after Renzo Rivolta's wife – was meant to have been successor to the IR300, but its quirky looks didn't prove popular and only 285 were built. It's the only one of this group with a Ford V8. Like his Grifo, Twitchell's Lele was exactly rebuilt – it began life as an auto, but now has a ZF five-speed



bodywork caused Iso to bring production of the S4 in-house after only 45 had been made.

With its structure beefed up, its interior redesigned and better quality control, the renamed Fidias of 1969 was an admission that building saloons was tougher than GTs – there is less room for the eccentricities that might be dismissed in a grand tourer.

This S4 was sent back to the factory at some point to be given Fidias-type improvements. It's light and spacious inside, with slender leather seats and a simple, handsome fascia. I also came to love the shape: glassy and futuristic, like a prop car from an episode of *UFO*. I could forgive its heavy low-geared manual steering and the paucity of ratios in the Powerglide transmission, which leaves occasional holes in the performance that even 5.4 litres struggle to plug. Overall, though, the S4/Fidia is a quick, quiet and tidy-handling supersaloon with just the right feeling of exoticism and rarity.

I have always struggled to get excited about the Lele, though. It was devised as a replacement

for the Rivolta and was supposed to be a staple four-seater GT built in Iso's new Varedo factory. In fact, with only 285 or so produced from 1970 to '74, it is one of the rarer Iso models.

The lightweight 360bhp Lele Sport is the most collectable, but even the standard automatic was quick – 0-60mph in 7.3 secs, according to *Motor*. Road-testers also noted that it was the fourth-thirstiest car that they had ever driven!

Named after Piero Rivolta's wife, the Lele was first offered with the usual small-block engines and then the 351cu in Ford Cleveland. There were four- or five-speed manual transmissions, or a three-speed GM auto. Iso returned to Bertone for the angular lines, which this time were rendered by chief stylist Marcello Gandini.

It is impressive to look at from some angles – and has pretty wheels, something Iso always did well – but is somehow neither as daring nor as unusual as the Fidias, or as beautiful as the Grifo. And yet you will never drive a better-sorted Iso than this silver Lele, also owned and restored by the fastidious Twitchell. Tastefully leather-clad

inside, it feels expensive and 'boutique'. Like more than half of all Leles, it is Ford-powered, with a delightfully easy five-speed ZF 'box and power steering. It feels like a car that you could live with day-to-day – the Twitchells did, in fact – cruising peacefully in the high top gear with the tinted windows shut at 3000rpm, or snaking up the road with the tyres alight. In other words, just the combination of virility and refinement that Mr Rivolta Snr had in mind in 1962.

In the 50 years since Iso wowed the Turin Salon with the Corvette-powered, Bertone-bodied IR300, the American-engined European exotica of the 1960s has come of age. For every purist who wouldn't give you his cravat for a Grifo, a Lele or a Fidias, there are now a dozen others for whom this blend of European road-holding and American power represents the ideal combination – muscle and finesse in the couture threads of Italian fashion.

Thanks to Jason Yorke-Edgell and the owners; Beechwood Park School, Hertfordshire

ACCESS ALL AREAS

Few PR stunts have been as extravagant as Citroën's 1920s and '30s half-track expeditions, or 'Croisières', across Africa and Asia. **Jon Pressnell** tells the inside story

PHOTOGRAPHY GARRY STUART/CITROËN COMMUNICATION ARCHIVE





Left: Deschamps' replica of Croisière Noire supply Kégresse leads exacting Jaune film car recreation that took 10 years to build. Above: convoy arrives in Peking. Right: Croisière Noire enters Zinder, Niger



After a colourful career that included diving to the wreck of the *Bounty* in the Pitcairn Islands as well as being a sail-boat captain and journalist in Tahiti, Eric Deschamps retired to Provence at the end of the '70s to grow lavender and make honey. But his life changed in 1980, when he found the remains of a Citroën-Kégresse half-track in a breaker's yard.

Dating from 1929, the Kégresse betrayed evidence of being one used on the firm's Asian expedition – the Croisière Jaune – or at least having been prepared for it. So as to restore the vehicle as accurately as possible, he began researching the Croisières, and decided to recreate the trip's cinema car. "I had more information on that than on the other vehicles," he explains. "Also, everybody wants to have a copy of the car of Georges-Marie Haardt, the expedition leader. There are three or four of them about – all fakes, of course. I wanted something more humble."

Along the way Deschamps has restored a second half-track as a replica of a supply vehicle from the trans-African Croisière Noire, and has become an acknowledged expert on the expeditions. A major coup was buying the diaries and ephemera of the former chief mechanic to the Croisières, Maurice Penaud. This led to the first of three richly documented books that Deschamps has written. "Penaud kept absolutely everything," he says. "He had no direct relations but became friendly with a chap who had a hotel-restaurant at the foot of Mont Ventoux and when he was old he went to live with them. He became their Uncle Maurice and left everything to them.

Someone told me that not far from me there was a former restaurant owner who had all this stuff. He didn't want to get rid of it – or sell it to an antiques dealer – so I offered to buy it.

"That was how things began, in 1981. I started to meet the last survivors of the Croisières, who were all modest about their past achievements. It was evident that the mechanics were the real heroes. It was an extraordinary achievement on the Jaune to be rebuilding engines at -30°C. They lit fires underneath vehicles loaded with petrol, to keep them from freezing. They kept the engines running day and night, and at tickover for so long that they had to clean the plugs every morning. They were miracle-workers. They had two hours' sleep, two hours to eat, 10 hours' driving, 10 hours' repair work."

A particularly rewarding encounter, says Deschamps, was with the cook of the Croisière Jaune: "Going from one person to the next, someone says 'You really ought to speak to such-and-such a person' and that's how I came to know him." Out of this came his book on the catering: "I was at a fair and the chap next to me was selling a title on Provençal cooking. He said it was doing well, so I said 'Right. I'll do the cooking of the Citroën Croisières'. The cook had kept his books of recipes. Before leaving France, Haardt had sent him to the top restaurants in Paris so he could learn all of the best dishes. When they arrived at anywhere inhabited, Haardt put himself forward as a sort of roving ambassador for France, in culinary as well as in other matters.

"The cook did all the classics, and local dishes with whatever they could find. There were some incredible recipes. On the Noire, for example,

there was elephant-trunk stew and camel trotters in vinaigrette – presumably because there was a French officer in the Sahara who missed the traditional pigs' trotters in vinaigrette. Then there were cakes made with bugs that had been attracted by the cars' headlights, and large termites that were grilled on the campfire.

"There are all sorts of stories. In Africa, they discovered that the battery acid was going missing. It turned out that the porters were stealing it to whiten their teeth. And then there was a tribe of cannibals. The French weren't impressed. It seemed that every time they sent a tax collector to that area he was never seen again..."

Deschamps has acquired an impressive collection: "One day I was talking with the chap who delivered my wood, and he said that he knew the grandson of Georges Le Fèvre, chronicler of the Croisière Jaune. I was given his typewriter and his travelling trunk, which was all that was left. When he went on the Croisière, he fell in love with an English diplomat's wife. She divorced and married him, but it didn't work out because she felt that she wasn't being maintained in the style to which she was accustomed. He spent the rest of his life feeling rejected and bitter. After he died his family didn't want to hear any more about him, so his stuff was mostly sold off."

Astonishingly, items from the Croisières are forever turning up, often in the most unexpected ways. Not long ago, someone was out walking near Paris and found a briefcase flung on a fly-tip: "It was marked 'Expédition Citroën, Quai de Javel, Paris' and had probably once contained paperwork or writing materials. Haardt and Louis Audouin-Dubreuil each had their own headed notepaper with the emblem of their car. Each one had its own crockery, with that vehicle's insignia. When they had afternoon tea, it was in cups with the car's motif. André Citroën didn't pinch the pennies. They even took the best vintage champagne. It seems that they all drank quite a lot. You see photos where they've stopped at 10 in the morning, and there's a case of cognac on the ground. In Muslim countries they hid their alcohol in the front drum of the half-tracks.

"Then someone came up to me at Rétromobile and said his father had four cases marked 'Expédition Citroën Centre-Asie' with Haardt's emblem. They'd been saved by a mechanic."

Perhaps the most illuminating find was when Deschamps met the widow of the Croisière Jaune doctor: "When I'd done my cookbook, I sent a review copy to *Elle*. A journalist rang to say that her uncle had been the expedition's doctor and that his widow was still alive. She produced this extraordinary manuscript her husband had written on the Croisière – the draft of a book. He didn't use real names because he poked fun at the whole thing and most particularly at Haardt and Audouin-Dubreuil. He even changed the make of car. He called the venture *l'honorable parti de camping*. The widow also said her husband had told her that Haardt was more or less acknowledged to be homosexual, and that he was very close to the expedition's artist-in-residence.

"He was evidently enormously vain. When he got up in the morning he had breakfast and then set off on foot with his personal staff, while the rest struck camp. A few kilometres later the caravan caught up with him and he got into his car. By then he'd pretty much gone off the rails.

"When Haardt did the first crossing of the Sahara he had seen how he was greeted with the

Marseillaise at French military posts. He was dreadfully pretentious, very full of himself, and a hell of a snob. He was a real Anglophile. He had his English tailor make all the expedition clothes, including those for the mechanics. That's why their uniforms are all a bit Indian Army.

"But he got things done. When he got back to Paris after the Sahara expedition, he said 'I'm not going to be chained to a desk'. So he was entrusted with the Croisière Noire. After that, what was there left for him to do? Why not the Old Spice Road, in the footsteps of King Darius and Alexander the Great? So he rang up his old mate Citroën, who said 'Fine' – doubtless mindful of the publicity that would result.

"The duo of Audouin-Dubreuil and Haardt was an odd one. There was a tall, thin, elegant bloke and a short, tubby, not very elegant one. Haardt was always leading, with Audouin-Dubreuil trotting along behind – all a bit Laurel and Hardy. Remarkably, there was little warmth between them. Haardt was a society chap, a man-about-town. Audouin-Dubreuil was pompous as well, but he had his feet more on the ground. People who knew him said that afterwards he never spoke of the Croisières."

Deschamps has emerged from his researches sceptical about the point of the Croisière Jaune: "It was madness. From Beirut to the mountains you didn't need a half-track. They were overtaken on the road by ordinary lorries. Then in the Himalayas themselves they weren't any use either, because they couldn't get through and had to be dismantled and carried across the passes. An English officer accompanied the party on this part of the route and he said that the way the Citroëns were pushed, pulled or carried, even



Clockwise: cabin similar to C4, half-tracks were based on B2 and C4 'fours', plus later C6s; alcohol-fuelled soldering iron; altimeter (from family of Haardt's secretary) was used in Himalayas; cine camera





'EACH TIME THE FRENCH SENT A TAX MAN TO THE CANNIBALS' AREA, THEY NEVER SAW HIM AGAIN'

Citroën's travails: a potted history

The first Kégresse epic (in 1922-'23) crossed the Sahara both ways. It was led, as were the two later Croisières, by Citroën's then MD, Georges-Marie Haardt (on left, with mascot Flossie), and former WWI aviator Louis Audouin-Dubreuil, from the cognac family. On the Noire of 1924-



'25, eight half-tracks and 16 men traversed Africa from top to bottom. The group included a cartographer, a film director, a zoologist, a painter and a photographer; it returned with 27km of film, 8000 photos, plus 500 paintings and drawings. Its taxidermist sent home hundreds of birds, mammals and insects.

On the Croisière Jaune ('31-'32), one group was to depart from Peking, the other Beirut, meeting east of the Pamir mountains. It was beset by route changes, landslides and civil war. One group was taken prisoner! To cap it all, Haardt died in Hong Kong from pneumonia.

Subsequently, Citroën supported two private ventures – a crossing of the Rockies and a South Pole trip; both were abandoned.



Kégresse has metal-clad ply body, trailer an exact copy, too. Left: A-D, Haardt and his lieutenant Victor Point, who shot himself on his return from China after being jilted by his girlfriend

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an Austin Seven could have made it to the top.”

Perhaps more to the point, says Deschamps, Citroën’s much-vaunted Kégresses were the answer to a question nobody had asked: “They didn’t go very fast, they used a lot of petrol and needed lots of different spares. I asked Cécillon, Haardt’s driver, what was the hardest thing on the Croisière Jaune. He said it was getting into second. Because the half-tracks were so heavily laden, the moment you double-declutched the thing stopped – despite the low gearing. The Renault six-wheelers were the future. They were faster, went everywhere a Kégresse could go, and used less petrol. They were a much better idea.

“Sadly there’s no popular memory of them, because Louis Renault didn’t go in for publicity. For him it was money down the drain. When Citroën did it, he took a cameraman, a painter, scientists. He had a philanthropic side, while not forgetting the promotional part of things. And on the return he organised a massive exhibition. All that thanks to Mr Citroën! He had the intelligence to make a real show of things.

“But the glory days were those of the Croisière Noire. With the Jaune, there was no logical reason to go to the Himalayas. Afterwards, well, there was China. But that hardly worked out.

“What was the point of going to Beirut and then to Srinagar in Kashmir by half-track? The publicity never said that they were accompanied by a rag-tag convoy of lorries hired on the spot to transport all their gear. While it took the half-tracks three months, the lorries did most of the route in a week. But in the film you only see the half-tracks. They could have done it in decent cars. When they were in India they’d already had so many problems that Haardt sent a note to

Citroën asking if they could have wheeled vehicles for the return. The cars were made – and waiting for them in Indo-China – but because by then Haardt was dead, they weren’t used.”

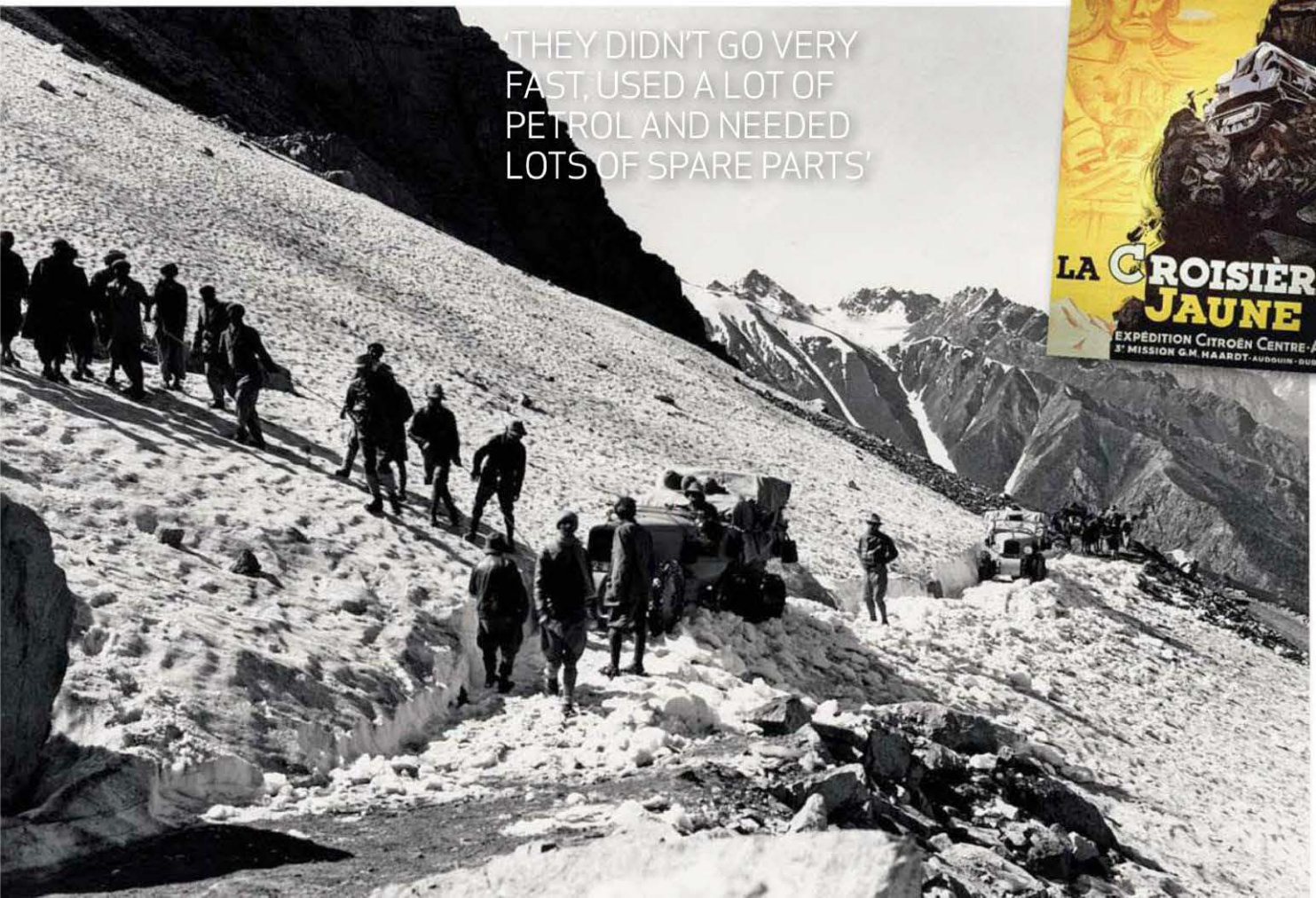
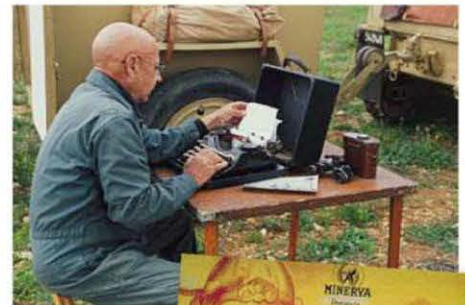
Deschamps wonders whether an element of government-sponsored espionage was involved: “This was an area of strategic importance. It was quite extraordinary that everybody bent over backwards for a mere maker of motor cars. The French navy was stationed in the China Sea to wait for messages. The men’s every need was looked after. They were received by ambassadors. Lots of military sorts were part of the expedition. Then there’s the likelihood that Haardt was poisoned, perhaps by the Triads.”

The whole venture suffered from delusions of grandeur, not least when it came to the sheer number of people involved: “The beds were taken by porters, so for one man to have a bed to sleep in, another had to carry it – on his back up the Himalayas. Then there was the chap who carried the food for the man who lugged the bed.

“When they arrived at Srinagar the English had prepared a camp. They said ‘You must have three manservants each’. The French said they didn’t need them getting under their feet. The British said ‘You may not need them, but it’s a question of standing’. So when they went into the Himalayas, if there were nine people to start with, say, they ended up 27-strong. Ridiculous!

“I try to be respectful, yet I’ve been accused of demystifying the Croisière Jaune, because I’ve said it wasn’t the success it was made out to be. But let’s be fair. It wasn’t the success of the preceding expeditions, and it served no good purpose. You had to be a complete megalomaniac to set off on a trip like that.”

Below: Penaud’s cigarette holder and journal; original typewriter and folding table; PR maestro Citroën produced superb artwork; half-tracks struggled in Himalayas, being pushed, pulled or even dismantled!





DELTA FORCE

The '80s may have been a quality blip for Alfa, says **Simon Charlesworth**, but Autodelta injected plenty of thrills with its turbocharged 75 and Giulietta

PHOTOGRAPHY **TONY BAKER**



Two contrasting themes run through the Alfa Romeo story. The celebrated highlights make for familiar reading, while the others – Alfa's underachievers – are left languishing in the cold, fast receding from the collective memory. Some could have – no, should have – been great successes, but the familiar heartbreaking cocktail of production quality problems, workforce issues, state interference, fuel crises, flaky Soviet steel, increased competition and empty coffers all took their toll on the famous marque's vigour and prestige.

But even during those dark ages Alfa managed to produce fascinating yet scarcely mentioned machines. While homologation specials such as the Giulia Super Ti, Sprint GTA and even the Fiat Tipo-based 155 Twin Spark Silverstone (or Formula) will be familiar, the turbocharged *omologati*, the 'in-betweeners' won't.

Convenient though it would be to claim that the Tipo 116A1B Giulietta Turbodelta was the

GIULIETTA 2.0 TURBODELTA

Sold/number built 1983-'84/361

Construction steel monocoque

Engine all-alloy, dohc 1962cc 'four', Alfa Romeo Avio turbo, twin Dell'Orto carbs

Max power 168bhp @ 5000rpm

Max torque 212lb ft @ 5500rpm

Transmission five-speed manual, driving rear wheels via a limited-slip diff

Suspension: front independent, by double wishbones, torsion bars rear de Dion axle, trailing arms, Watt linkage; coil springs, anti-roll bar, telescopic dampers f/r

Steering rack and pinion

Brakes discs, inboard at rear, with servo

Length 13ft 8in (4210mm)

Width 5ft 4in (1650mm)

Height 4ft 6in (1400mm)

Wheelbase 8ft 2in (2510mm)

Weight 2513lb (1140kg)

0-60mph 9.8 secs

Top speed 126mph **Mpg** 22

Price new Lire26,940,000 **Now** £10,000



first blown 116 to be engineered by Autodelta, it wasn't – that honour went to the Alfetta 2000GTV Turbodelta (see panel).

From 1985, the Alfetta GTV6, which had enjoyed success in the European Touring Car Championship, would no longer be eligible to compete and a successor was needed. Autodelta therefore turned its attention to Alfa's latest suitable model, 1977's *nuova* Giulietta.

Just 361 Tipo 116A1B Turbodeltas – initially badged the Giulietta 2.0 Turbo-Autodelta at its 1982 launch – were built between May 1983 and 1984. That's some way short of the stated 500 cars demanded by homologation regulations, but peer at the slam panel of Dave Atkin's 66,000km car – number 103, and thought to be the only example in the UK – and there it is: homologation number DGM16935OM.

The *nuova* Giulietta can be a divisive car. Recently described by *Autocar* as 'a hard-edged lash-up... whose main achievement was to show how far Alfa Romeo had fallen in 20 years', it was nonetheless held in high esteem by the late (and much-respected) LJK Setright. Comparing the Giulietta with his experience of its big sister, the Alfetta, he wrote: 'Everything is so right, so much beyond criticism, that it is hard to credit a team of mere mortal engineers with the achievement, especially after experiencing some of the things they have done before. The Giulietta is so good that they must have been lucky.'

Drawing on the experience gained with the Alfetta GTV Turbodelta, the Giulietta Turbodelta used the GTV6's uprated suspension and drivetrain, rather than making do with 2000GTV components (particularly its softer suspension settings). The 1962cc twin-cam was



Clockwise, from left: rims shared with hot Alfasuds; telltale boost gauge; blown 2-litre good for 168bhp; subtle use of famous logo. Top left: sweet handling



Large tailpipe and discreet Autodelta badging are among few clues to the Turbodelta's potency. Inside, however, it's a different story (far left)

again fed by a pair of twin-choke 40mm carburetors, but this time the performance boost – to 168bhp, with 212lb ft of torque – came not from KKK but an Alfa Romeo Avio turbocharger. Other mechanical upgrades included an oil cooler and a novel braking system by AP Racing, featuring two calipers per front disc.

The Giulietta is a more sophisticated-looking device than its bestripped GTV predecessor, differentiating itself with a suave non-negotiable two-tone colour scheme embellished by attractive alloys, red bumper inserts and a boot badge. All of which gives its dress sense far greater style and maturity than the GTV, with its garish stickers that resemble an aged hippy's braces.

Alas, the Turbodelta's potential went unrealised. Although two were supposedly retained by Autodelta for competition, and the rest sold as pre-owned with zero mileage, it was clearly somewhat pointless to campaign a model when its successor was up and running...

The Alfa 75, as per the Giulietta, was designed in-house at Centro Stile – another product of the firm's razor-edged *la linea* aesthetic – under Ermanno Cressoni, its Tipo 162B designation concealing the fact that it shared much of its engineering with its transaxle kin. Launched in 1985, the 75 was the last of its line: Fiat would take control in 1986, and to date Alfa has yet to build another rear-wheel-drive *berlina*.

Engineered to take over circuit duties from the GTV6, which won the European Touring

COUPÉ COUSIN: GTV TURBODELTA

When competition chief Carlo Chiti decided to translate Autodelta's turbocharged sports-racer technology into a road car, a Gp4 homologation special based on the Alfetta 2000GTV was born – the Tipo 116.36D Turbodelta. Powered by a 1962cc version of the carb-fed Alfa twin-cam and running a 7.1:1 compression ratio, the Turbodelta's boost was whisked up by a KKK turbocharger. That resulted in a claimed 150bhp at 5500rpm with 170lb ft at 3500rpm, compared with the standard car's 122bhp at 5300rpm and 129lb ft at 4000rpm.

On the outside, there were three clues to its extra performance: a small Autodelta badge on the front wing, a black bonnet and rainbow decals running along the lower flanks. 'Many owners have found that the stick-on striping comes off easily,' noted *Autocar*, 'so that the Turbodelta GTV looks much like any other GTV... This practice may bring a few complaints of poor performance to local Alfa dealers.'

The Gp4 Turbodelta only competed in the European Rally Championship in 1979 and '80, after which it was withdrawn due to its 320bhp engine proving unreliable. Mauro Pregliasco did save the Turbodelta from being out for a duck, however, by winning the 1980 Danube Rally.



Above: the Autodelta rally team. Top: Pregliasco finds the Turbodelta GTV a handful on the 1980 Rallye Elba



Little roll in firmly sprung Evoluzione, and no missing the bulky bodykit. Far right: style still an acquired taste; notorious 'Control' panel

Car Championship manufacturers' title in 1982, '83 and '84, the 1987 Alfa 75 Turbo Evoluzione was built by ALFA Corse – as Autodelta had become in '85 – and homologated to GpA spec.

After spending the day with this very red Evoluzione, I can't be harsh about its looks – but then I am a child of the '80s, and therefore rather partial to cars of a visually violent disposition. Graphics had made a comeback – along the lower flanks and on the spoiler's lip – and the GRP bodykit allowed a wider track. Yet although the equally red 6Jx15in GTV6 Campagnolo alloys were larger than the standard 1.8i Turbo's 14in rims – and sitting on five-stud hubs with uprated wheel bearings – the Evoluzione's stance still looks a touch inadequate, almost timid and knock-kneed. The more aerodynamic bodykit and neat boot spoiler would, however, live to see another day on later 75 models.

Mechanically, there was a limited-slip diff, uprated suspension with revised front geometry and a larger-diameter anti-roll bar. Under the bonnet, the twin-cam 'four' was similar to that of the 75 1.8i Turbo, but tweaked to satisfy GpA regulations: the pistons were 0.4mm smaller, reducing capacity from 1779cc to 1762cc; the intercooled Garrett T3 turbocharger was modified; and the cylinder block was strengthened, along with the main bearings and cylinder head. According to Alfa Romeo, 500 were built and this time there were no doubts over whether the Evoluzione was homologated.

Inside, it is largely run-of-the-mill 75 – which means a plasticky ambience of cost-cutting, as Alfa's development funds ran dry. The only notable differences are a deleted radio/cassette and more supportive seats, trimmed to match the doors in monochrome houndstooth. This 46,500km car, number 378 and believed to be ex-ALFA Corse, also sports a leather Momo wheel and gearknob – contrary to the Evoluzione one brochure, which shows boringly stock 75 parts. At least the boost gauge has taken up resi-

**'ON FAST, SMOOTH
ROADS THE 75 IS A JOY:
QUICK, NIMBLE, POISED
AND UNCOMPROMISED'**

dence with the rest of its Veglia-Borletti chums in the binnacle – unlike in the Turbodelta, where it replaces an air-vent on the centre console.

Although the 280bhp Evoluzione did do battle in the World Touring Car Championship, it would only serve briefly. The tasty driver lineup included Michael Andretti, Jean-Louis Schlesser, Nicola Larini, Alessandro Nannini and Jacques Laffite, but ALFA Corse's efforts came to nothing and the team withdrew from the series before the overseas races. Away from the WTCC, the 75 would partially redeem itself

by powering Gianfranco Brancatelli to the 1988 Italian Superturismo Championship drivers' title; followed in 1991 by Giorgio Francia taking the runner-up slot.

Given that neither *omologati* were available in Britain, these fantastically original specimens adhere to the Napoleonic highway code – and are the better for it. Yes, the pedals are still too close, but at least they are in line with the seat, whereas right-hand-drive models can feel like the Spanish Inquisition's waiting room. Even the other source of penance for the Tipo 116 driver, the remote gearchange, comes across as fluid, confident and swift, so there isn't any danger of giving your front passenger a dead leg while pleading for a gear, any gear, to engage.

The Turbodelta then counters with an interior that isn't merely quirkier, brighter and more colourful than the Evoluzione's, it almost comes across as a chic '80s Rodeo Drive boutique. As soon as your buttocks have touched down, you find yourself gazing around in amazement at the red trim with houndstooth panels and that David Bache-style instrument pod. Peer closer and you'll notice the mirrored clockwise/anticlockwise action of the main dials and a trio of horizontal spinning-drum auxiliaries, making you ponder how, when and why car interiors stopped being so cheery and eccentric.

On the move, the Turbodelta has a more progressive power delivery. Both Alfas deliver 1.5bar of boost, but the Turbodelta's Avio does

75 1.8i TURBO EVOLUZIONE

Sold/number built 1987-'88/500

Construction steel monocoque

Engine all-alloy, dohc 1762cc 'four', intercooled Garrett T3 turbocharger, Bosch Jetronic electronic fuel injection

Max power 153bhp @ 5800rpm

Max torque 170lb ft @ 2600rpm

Transmission five-speed manual, driving rear wheels via a limited-slip diff

Suspension: **front** independent, by double wishbones, torsion bars **rear** de Dion axle, trailing arms, Watt linkage; coil springs, anti-roll bar, telescopic dampers f/r

Steering power-assisted rack and pinion

Brakes discs, inboard at rear, with servo

Length 14ft 4in (4360mm)

Width 5ft 4in (1631mm)

Height 4ft 6in (1400mm)

Wheelbase 8ft 2in (2510mm)

Weight 2535lb (1150kg) **0-60mph** 7.5 secs

Top speed 133mph **Mpg** n/a

Price new Lire30,379,000 **Now** £25,000



so 500rpm lower than the Evoluzione's T3 at 3000rpm. Fuelling must also enter the equation, with the older car's Dell'Orto DHLA 40H carbs offering more responsive pick-up than the 75's Bosch L-Jetronic injection can muster.

Accelerate hard and the Turbodelta continues to woo. The engine note is just far more raspy, excitable and, well, 'Alfa' than the 75's, which is almost insipid; it's dominated by a spinning turbo overlaid with the timing chain's *sotto voce*. Over poor surfaces and through corners, the Giulietta is more approachable, more convivial. There is more roll, but the steering is light, sweet and responsive, and less susceptible to camber changes. Turn in, it quickly settles, then enjoy its balance, wallop and bravado; it positively slices through corners with gleeful abandon. On both cars, though, the brakes require a level of anticipation, especially given that on these models there is a hot and bothered turbo squatting beneath the servo.

The larger wheels, firmer spring rates, altered geometry and beefier anti-roll bar, plus that low



underbonnet mass, all contribute to the Evoluzione's crotchety nature along gnarly country lanes. The bonnet pitches over bumps and the steering wheel fidgets and weaves under boost, as you experience the downside of a machine out of its natural habitat. On fast, smooth roads, however, it is a joy: quick, nimble, poised and with a flowing chassis. The steering becomes mouth-watering, the whole entity being as enjoyable, uncompromised, unfiltered and intoxicating as a pint of RON-rated scrumpy.

Wary and dishevelled as the day draws to a close, I find it hard to name a winner because both cars make such a strong case for themselves – be it as a track treat or as something more leftfield for a yuppie with imagination.

Of all Alfa Romeos, these later, less romantic 116s are arguably the easiest to approach with a modicum of objectivity. Your eyeballs are not immediately serenaded by unforgettable lines, detailing and impeccable proportions, so there is less of a risk of exhausting the thesaurus' supply of soulful synonyms.

Yet these *omologati* have deeper, less obvious charms, talents and abilities. Call them what you will, they are an exuberant product of considered engineering: low unsprung mass, superior wheel location, better traction, even weight distribution and a high polar moment of inertia. Certainly, neither can be described as conventionally beautiful, but delve beyond superficial aesthetics and you'll be treated to an invigorating driving experience that quickly connects with your inner enthusiast.

Thanks to Legends Automotive, where the Alfa 75 is for sale: www.legendsautomotive.co.uk



Clockwise, from top: non-standard Momo wheel lifts
grey cabin; prominent intercooler for Garrett T3 turbo; lairy red-painted 15in Campagnolo alloys







“Chapman always looked for the unfair advantage”

Martin Ogilvie learnt from the best as he rose to become chief designer at Team Lotus. And, as **James Page** finds out, he's still applying those lessons today PHOTOGRAPHY MALCOLM GRIFFITHS/LAT

Modern Formula 1 regulations dictate that many of the cars look identical, and opportunities to make a groundbreaking leap forwards are limited. It wasn't always that way, however. In the mid-1970s, designers still had a relatively free rein, and Colin Chapman remained the man most likely to exploit that. If you wanted to make your way in Grand Prix racing, Lotus was where you needed to be.

Having graduated from the University of Birmingham with a degree in mechanical engineering, and following a spell with Girling, Martin Ogilvie joined this hotbed of innovation in 1974 – ironically a time when Lotus was relying on updated versions of the old 72. Mike Cook and Geoff Aldridge started at the same time; Ogilvie would go on to work with the latter on the Championship-winning 79. He got on well with Chapman, a mentor who still influences Martin's thinking almost 40 years later.

“His passion was design,” says Ogilvie, “and he was prepared to take chances. Fortunately, the things I produced were things that he liked. He would always look for the unfair advantage, which he said was the idea that people weren't bold enough to follow, or simply hadn't thought of. If this year's idea was ground effects, though, everything else would come second to that. You had designs that were compromised in almost every other aspect, rather than saying, ‘This is the most important aspect but it must integrate with the rest.’ Once we'd assembled a car, the first thing we had to report to him was what it weighed. Then he'd come out and look at it, and he'd pride himself on finding 100 faults.”

“When I was there he never actually produced any drawings, but what he was brilliant at was going around the drawing boards like a chess grand master and immediately saying, ‘That's wrong.’ You'd spent three days doing it, and you'd think, ‘Bloody hell – he's right!’”

He might not have been as actively involved as he once was, but Chapman still had his finger on the pulse. In Formula 1 terms, Lotus was on the verge of its final game-changing innovation.

“Ground effect was completely new and wind tunnels were in their infancy,” remembers Ogilvie. “We took quarter-scale models to Imperial College and ran them at low speed. All we were after was downforce – we had no idea how susceptible front and rear balance was, no idea how you sealed it to the ground. Unfortunately, that's where it all started to go wrong.”

“With the 79, however, we designed the car specifically to Chapman's requirements in terms of structure, which was basically just holding the sidepods up. It was all very wishy-washy and not really up to scratch. Williams appreciated the loads involved and made the [FW07] chassis rigid and simple. With ours, the chassis wasn't stiff enough, the sidepods weren't stiff enough...”

“After the 79 we found more downforce in the wind tunnel – a massive amount more, in fact. We took the 80 to Brazil and had porpoising problems. To get maximum downforce, you need an inlet, a flat section and then an exit, but if the centre of pressure is in front of the flat bit, it brings the nose down, which then chokes off the airflow, which brings the nose up again – so it starts porpoising. That's when we learnt you can have too much of a good thing and went back to a simpler car with the 81.”

Lotus found itself being left behind by others who'd better exploited ground-effect technology. Chapman's mind therefore turned to finding the next ‘unfair advantage’. The result was ingenious but ultimately doomed.

“The 88 brought downforce to new levels, but unfortunately it was deemed to be illegal, and it was at that point that Chapman started to lose interest. It was a great shame. The problem was that the regulations said that the aerodynamics had to be on the chassis – the singular of chassis and the plural of chassis is the same word. They didn't allow for having a second chassis.”

“The principle behind the 88 was that it was very much like a large truck, where the driver was on a sprung ‘cab’ and all the loads were taken directly to the wheels. You could spring the car softly to get grip, but still get the downforce. Up until that point, you had to run everything rock-solid. The governing body said, ‘Well, that's not what we meant’. The appeal hearing was

supposed to be held in English, but it was held in French so we stood no chance."

After Chapman's death in December 1982, Team Lotus regrouped and enjoyed a last hurrah at the height of the turbo era. Gérard Ducarouge joined the technical team in 1983, and two years later the outfit signed a young Brazilian by the name of Ayrton Senna. For 1987, Lotus raced the 99T, which used an active suspension system that had been in development for much of the decade, including on an Esprit testbed. That was also the year in which the team switched from Renault to Honda engines.

"Both of them had completely different philosophies. Renault would build one development engine and give it to you to try. It might blow up, so they'd go away and think again. The Honda engineers were very methodical. They wouldn't give you anything until they were sure that it worked. They were both successful in their own way, though."

After 15 years with Team Lotus, and having worked with ground effects, composites and turbos, Ogilvie left in 1989 and spent 18 months with Lotus Engineering before branching out on his own. His main focus has always been on competition cars, but there is still the odd road car on his CV. The first was an aluminium semi-monocoque two-seater with a Hillman Imp engine that he wrote off on a roundabout.

"When I was at Lotus Engineering, I did SID – Structural Isolation Dynamics – which was a development car based on the Esprit but with four-wheel drive. The chassis was similar to a backbone Lotus unit; it was sprung to the main body and the suspension was sprung to the backbone. It was two different ways of springing the car, and you could tune both accordingly."

Ogilvie has long had an ear for acronyms, and after SID came WISP – Westfield In Structural Plastic – which was followed by WISPER, the 'ER' standing for Electric Racer. It used 12V motors and batteries, and was an exercise for Ogilvie to learn about electric cars. He also dipped a toe into the world of tin-tops.

"I did the Lotus GT1, which was based on the Elise. That's probably one of the cars I'm most proud of. We made the chassis longer, which was done by Hydro Aluminium, with all these extrusions bonded together. I was installed in Ketteringham Hall to do it at short notice and ended up with six drawing boards – suspension on one, bodywork on another..."

His work didn't go unnoticed: "Whenever Prodrive had a tricky project and they didn't know who to approach, they said, 'Let's get Martin in.' The first one I did was the Ferrari 550GTS racer. It was very pretty but poorly manufactured. The spaceframe was dreadful – they were all different. The regulations allowed us to move the engine back and suchlike – it ended up a completely different car."

Yet single-seaters were never far from Ogilvie's fertile mind. While he was working at Prodrive he spent his evenings sketching a lightweight hillclimb machine powered by a motorbike engine: "Chapman would have despaired of modern F1, and it's the reason that I now do hillclimbs and sprints. The only real regulations are

maximum overhangs, minimum ride height, roll-hoop height, and the position of your feet. I looked at that scene and thought, there's no minimum weight, you can have six wheels, rubber bands, nuclear power – whatever!"

"I studied the 'bike-engined single-seaters and saw that they'd mounted them like a car engine in a spaceframe at the back. You're doing it the wrong way round – you're just using it as an engine rather than thinking about the whole vehicle. I had a target of 200bhp and 200kg. In the end, it was 208kg; the GSXR-1100 engine isn't light but it's bulletproof."

Ogilvie acknowledges that the V8 single-seaters currently dominating hillclimbing are something of an anachronism, but it may not be

the 'bike-engined cars that spark a revolution. He talks passionately about the development of green technology.

"The next idea was four-wheel drive, but that is heavy and hideously expensive. What you want is an independent power supply at each corner, so you're looking at electric. But you can't put that in a standard car so you have to start from scratch."

"I spent a couple of years designing my own motors and ended up with four of them weighing 18kg each and giving a combined total of 900bhp. The problem is, power is kilowatts, and that's torque times speed. Once the thing's moving, you're fine, but you either have to build in a huge heatsink, massive battery capacity, or find some other way of getting it off the startline. That's an extra complication."

Whatever solution Ogilvie finds to this 21st-century problem, it will still have its roots in his formative years with Lotus. "I owe Chapman an awful lot," he says. "What I know is very much down to what he taught me, such as: how do I make one thing do two jobs? With the hillclimb car and the problems of getting it off the startline, people say to me, 'Why don't you make it a hybrid?' Chapman would turn in his grave – two things to do one job! You do *not* do that."

I HAD TO DO THE GT1 AT SHORT NOTICE AND ENDED UP USING SIX DRAWING BOARDS'



Clockwise, from main: twin-chassis Lotus 88; Ferrari 550GTS won its class at Le Mans; Ogilvie designed the carbonfibre Westfield FW400; 'SID' Esprit; Lotus 99T with active suspension





The big FOUR

The B37 was the last true sports car to leave the Singer factory. Lifelong fan **Mick Walsh** drives a rare survivor

PHOTOGRAPHY MALCOLM GRIFFITHS

Many of us develop an affinity with a particular marque but the reasons are varied. An indoctrination when young; fond memories of budget motoring from student days; a movie fantasy; or a chance introduction from a knowledgeable enthusiast – there's a multitude of routes. With my father, it was Singers. The underdog English marque appealed to him, and I think Peter O'Toole driving a Nine Le Mans in *What's New Pussycat?* sealed it. Although once sneered at by Vintage Sports-Car Club purists, Singers were cheap in the late 1950s, and parts plentiful in breakers' yards. Dad ran a series of Nines, first a two-seater as a bachelor, then a four-seater for family fun. Part of the appeal, when not fettling them, was researching the company's colourful history, and he coveted the 1½-litre, six-cylinder sports team car owned by a friend.

But there was one Singer that he'd never seen – the B37, or 'Big Four'. Introduced in 1937, this shortlived two-four-seater was a promotional model based around the new 12hp four-cylinder motor that was the heart of the '37 range. After years braving international motor sport, including Le Mans and the ill-fated 1936 Tourist Trophy – where a trio of special Nines famously crashed into each other after steering drop-arm failures – the Coventry company was understandably nervous of competition exposure.

The B37 was the last of the true Singer sports line, a range that was later replaced by the Roadster, a more sedate four-seater tourer with no sporting aspirations. The era of fold-flat windcreens, exposed spares, wire wheels and cutaway

doors was nearly over, but Singer management gave it one more go with the B37, which Hubert Price announced at the Singer Motor Car Club's Midland dinner and dance on 20 January. "The new 1½-litre sports will be introduced as a production model, available at an exceptionally low price," stated the sales director. "The car will be capable of competing against any other unsupercharged sports car in its class."

Power came from a 1496cc four-cylinder, three-bearing, overhead-valve engine that produced 59bhp, with twin SU carburettors and a Vertex magneto. The stronger chassis featured boxed side members, a triangulated and stiffened front end, and an underslung rear.

The B37 broke with the Le Mans sports tradition of an exposed rear petrol tank. In its place was a more integrated body style with disappearing hood concealed under hinged three-part rear deck covers. Flowing wings but no running boards, plus long doors for easy access, gave the new model a distinctive style. Its competition aspirations were set with certain features including a fly-off handbrake, twin spare wheels and a 'Hill Holder'. This device operated only on steep gradients, and automatically applied the brakes if the clutch was depressed after bringing the car to a halt. It was perfect for stop/restart tests on trials, allowing the driver to remove his foot from the brake and prepare for a quick getaway.

The B37 was available for only a short period; it's believed that just 12 were built, with half going to factory-backed rally and trials teams. My dad discovered a few photos of B37s trialling but in the '60s there was nothing written about them. I'd never forgotten the rare Singer and, when attending the marque's Centenary event in

Distinctive profile with radiator set well forward and tidy enclosed rear body. Below: although the B37 was built in limited numbers, Singer produced a brochure that featured evocative artwork





2005, I was stunned to see two part-restored B37s. Dad had sadly passed away, but I know he'd have been fascinated by them.

The owner of BAB 718 was John Payne who, like my father, has had a long association with Singers, starting with a Nine Sports when he was 21. "In the early 1970s, I wanted an MG TC or a Morgan," he says, "and started looking for something pre-war. As a student, the prices were beyond me but I spotted a BSA Scout for sale in Oxfordshire. On arrival, I discovered a tree growing through it. It was clearly beyond my novice experience, but the vendor mentioned that there was a Singer for sale locally."

The passion had been sparked and Payne ended up tackling the restoration project, which took an "immensely satisfying nine years". Although happy with his Nine, Payne was at the VSCC Driving Tests at Brooklands in January 1997 when a friend mentioned an advert in *Classic & Sports Car* for an unusual Singer.

"I'd read about the B37 yet never seen one. It was very tempting, but the car was in Scotland and had been dismantled. Even the wooden body frame was in pieces, though the owner had thankfully photographed every stage. He started the project in 1976 but had given up after 20 years. Everything was complete, right down to the Autosports team badge."

Eventually Payne decided that he had to sell his Nine to part-fund the B37's acquisition and restoration. Most of the rebuild was done on Saturdays, and Payne reckons that he clocked up more than 3000 hours on it. Due to the car's rarity, he went to amazing lengths to preserve rather than replace elements of the B37: "The

wings are steel, but the body and bonnet are aluminium. It would have been easier to reskin but I decided to repair it. It's all original except the sills: Ian Pitney did a great job. Likewise, I wanted to save the upholstery but it just fell apart. Trevor Norris did most of the trim."

While the body and interior were sorted by specialists, Payne worked on the chassis: "It was twisted so I had to get it straightened. All the running gear is the same as the Twelve saloon but they fitted different halfshafts to reduce the track. I even managed to save all the pipes for the hydraulic Telecontrol system."

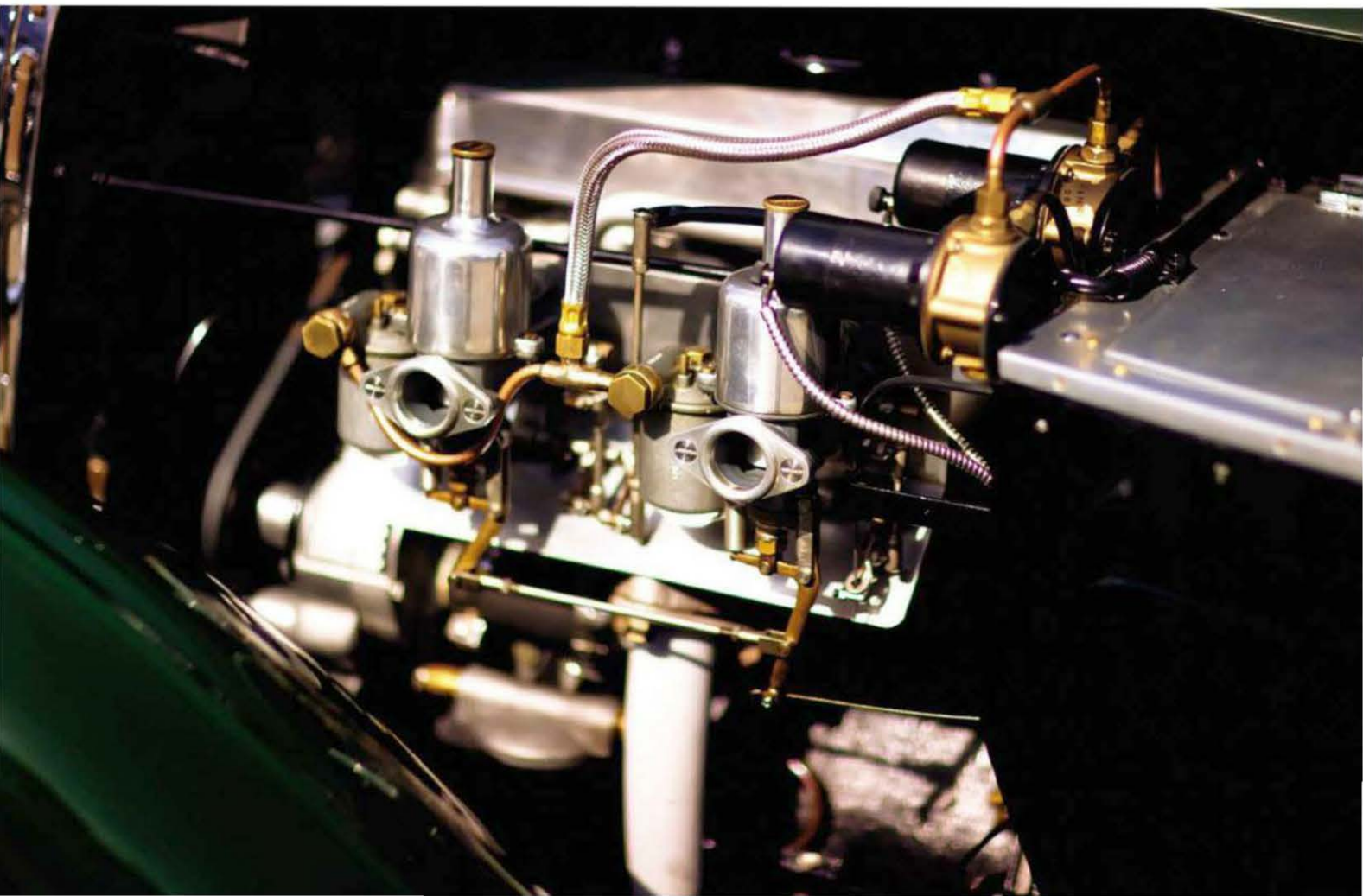
The engine's block had cracked and was repaired by Cast Iron Welding, while a new crankshaft and conrods were supplied by Phoenix Engineering. The engine originally ran a magneto but Payne has converted it to a coil for reliability. The Big Four was reportedly prone to overheating and head-gasket failure due to poor circulation from the siphon-type cooling.

"This was one of the most challenging jobs," he says, "but fellow B37 owner Wayne Gibson developed a forced-water system for Nines. We adapted this for the Big Four, and it now runs cold. In the winter it needs a radiator jacket. The handsome radiator is unique to the B37 and must have cost a fortune to make in limited numbers."

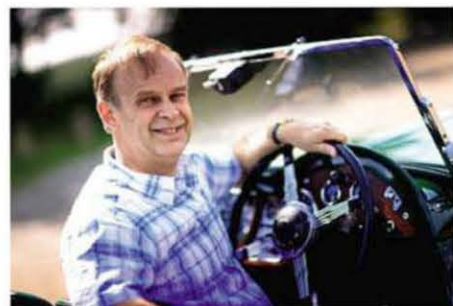
The superb restoration won first time out at the Singer Owners' Club National Day, where it later claimed the Masters Class two years in succession: "It's now getting chipped from road use, but I enjoy it. Running up Kop Hill with the screen flat and wearing goggles was special."

Payne had also considered trialling the car: "It would have been fun to do the events that

From below: a last sporting hurrah for the Singer marque; comfortable, supportive seats; uprated 1496cc four-cylinder engine was based on the Twelve's unit and included twin SU carburettors



'LIKE ALL PRE-WAR
BRITISH SPORTS CARS,
THE SINGER IS AN
INVOLVING EXPERIENCE'



From top: the B37 handles well thanks to its stiff chassis; wooden dash is set in a deeply curved scuttle and is packed with gauges; dedicated owner and restorer John Payne

Autosports entered in the '30s, but so far we've limited it to driving tests. I hate to think about the costs – I certainly could have bought a 1½-litre Le Mans for less but this is much rarer." Of the estimated 12 built, just four survive, including the sister Autosports team car, BAB 719, which Gibson has recently resurrected.

Payne went to great lengths to discover BAB 718's history. Just six weeks after the launch announcement, the B37 made its sporting debut on the RAC Rally, run from 9-13 March. Cars set out from six starting points – Bristol, Buxton, Harrogate, Leamington, London and Stirling. The final destination after 950 miles was Hastings, where a series of driving tests was organised.

Singer entered six cars split into two teams: Autosports, finished in traditional green livery; and Ruddy, which used a distinctive red-and-silver colour scheme. The cars were registered just four days before the start. BAB 718 was driven by well-known Singer exponent and team manager F Stanley Barnes, with journalist SCH 'Sammy' Davis as his navigator.

To maximise publicity for the new 12hp range, the six cars were dispatched to different starts, with Barnes choosing Bristol. Entrants had to cover the mileage in two days with one overnight stop allowed, but severe conditions resulted in a challenging drive through treacherous ice, deep snow and dense fog. Many roads, particularly across Wales and Exmoor, were impassable.

The drama didn't end with successful arrival at Hasting because the seafront tests on Carlisle Parade were besieged by gale-force winds and rough seas – the road was constantly flooded by huge breakers. Boughton was quickest of the Singer team and won the class, with only three



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Photo: Jonathan Elsey



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From top: the enclosed rear body is unique, with neat three-part hinged hood covers; Autosports team on RAC Rally debut. Barnes and Davis on far right; BAB 718 enlisted by the Home Guard to tow machine gun during WW2

Jaguar SS100s and a BMW 328 faster out of the 184 entrants. A later test was cancelled due to the weather but the climb up Castle Hill took place. Alf Langley set fourth-fastest time behind an HRG, a Riley Sprite and a Frazer Nash-BMW.

The Big Four's debut had been a great success, with the Autosports team taking the Club Team prize and runner-up in the Manufacturers Team category; Boughton claimed fourth in the Under-15hp class against 33 entrants.

The Singers then enjoyed a busy season, with Barnes being particularly active in BAB 718. Just weeks after finishing ninth in the car's debut rally, he entered several tough trials, including two attempts on the Land's End, plus Edinburgh in '37 and '38, as well as premier road rallies during the last summers before WW2. Barnes, a regular award-winner and highly experienced driver who'd competed for Singer on events such as Le Mans, the Ards TT and the Rallye Monte-Carlo, clearly liked the new model.

Factory cutbacks in late '38 meant that Singer withdrew support for the Autosports team, so BAB 718 was sold to John Leiper, a cousin of team driver Bill Jones. Payne can find no record of further competition outings for the car, but a fascinating piece of its history was uncovered by chance at the 1998 Enfield Pageant of Motoring. "I was picking up brake parts," recalls Payne, "but had also taken the original numberplate to get it refurbished. Another customer spotted the registration, and mentioned he'd just bought a picture of my car. I knew little of its history since 1938 and here was a wartime photo of BAB 718 being used by the Home Guard in Hertfordshire. Four soldiers were sitting in the Singer as it towed a trailer with a machine gun and two

more soldiers. I sent the picture to various local newspapers requesting information, and I've since met several of the people in the photo.

"One night, an elderly lady rang saying that she remembered John Leiper coming to her pub, the Elephant and Castle at Amwell. He was of German origin and a civil engineer who later worked on the Medway Tunnel. When he acquired BAB 718, he was just 17. He kept the car until 1952, but the arrival of a second child made it impractical. The Singer ended up in Scotland where Leiper's grandparents had a farm. His daughter even remembered the drive up there, where it broke down and was eventually sold, then taken off the road in 1964."

Finally getting behind the wheel of the model that captivated my dad is a special moment. With the high 'screen and radiator set well forward, it's not as rakish as the older 1½-litre 'six', but the detailing and packed wooden dashboard are all very sporty. With the windscreen folded down, the lines are transformed, and around local heath roads the car is fun to drive. The smooth engine is torquey, and pulls strongly from 1000rpm. Sweeter still is the fully synchromesh 12hp gearbox. My natural instinct is to double-declutch though it doesn't need it, and the change from first to second is slick. The steering is light and, while there's some scuttle shake, the chassis feels much more rigid than older Nines.

Like all junior British pre-war sports cars, the Singer is an involving experience at 60mph-plus and it feels even faster with the 'screen down. Looking across to the empty passenger seat, I imagine Dad riding with me. He didn't see the results of Payne's dedication, but I know he would have enthusiastically approved. 

The workhorse and the show pony

The Peugeot 403 estate may lack the charisma of Citroën's DS Safari but, says **Andrew Roberts**, it's still a formidable rival

PHOTOGRAPHY **TONY BAKER**

How can any car hope to compete with a vehicle that was famously described by the philosopher Roland Barthes as one that "has fallen from the sky in as much as it appears at first sight as a superlative object"? Yet, of all the models built in France, it was the solid, understated and supremely able Peugeot 403 – 'One of the seven best-made cars in the world,' as *Road & Track* magazine put it – that could provide the best competition to the iconic Citroën DS.

In 1958, both firms announced variants of their flagship models that would cater for customers who needed extra space without resorting to the social disgrace of a van – the DS Safari (as it would be known in the UK) and the 403 Break. In terms of appearance and design ethos, they would seem to be as alike as Yves Montand and Louis de Funes, but they are remarkably closely matched for overall excellence.

Project *Voiture à Grande Diffusion* was commissioned in the late 1930s by Citroën chairman Pierre Boulanger as a Traction Avant replacement, although no prototypes could be built until after WW2. The idea was for the new Citroën to have a unitary body to which all panels were bolted, plus a low centre of gravity, and every detail was designed with purpose as opposed to gimmickry. Paul Magès' brilliant hydropneumatic suspension, as trialled on the 1954 15-Six H, was a logical response both to France's ravaged road network and the new Citroën's sales prospects in colonial territories.

The DS was to be powered by Walter Becchia's 1.8-litre air-cooled flat-six, but this was cancelled in 1954 in favour of an upgraded version of the Traction's 1.9-litre 'four'. Flaminio Bertoni's styling was finalised only a few months before the car's debut. Ironically, he was







Clockwise, from left: estate shares wheelbase with saloon; neat pair of jump-seats; exposed lights for pre-'67 cars; seats fold away to leave big load area



Interior also marked a break from tradition: the DS introduced Citroën's trademark single-spoke steering wheel



concerned that American chrome-plated lines would make his styling seem dated. Boulanger decreed that the *VGD* would be "the world's best, most beautiful, most comfortable and most advanced car". In 1955, almost all enthusiasts confirmed his vision – barring the quite possibly insane British journalist who declared the Standard Vanguard Phase III to be the star of that year's London Motor Show. When the DS was unveiled at the Paris Salon, some 12,000 eager motorists placed an order.

In 1956, the DS was augmented by the cheaper and simpler ID, which was devoid of its stablemate's hydraulic clutch and gearchange, as well as its powered brakes and steering. Two years later, Citroën introduced the estate range, with the basic trim level of the ID but with a lower final drive and the braking system of the DS. Four versions were available: the Ambulance, with a stretcher as standard; the six-seater Commerciale; the eight-seater Confort, with a non-foldable middle bench plus two cricket seats

in the luggage compartment; and the Luxe, which added a folding bench.

By 1965, the Safari was available with the new 2.1-litre short-stroke engine and, in 1967, together with the rest of the range, it gained faired-in headlamps. Production of the DS continued until April 1975 and, even after two decades, it still made certain rivals seem as though they had been designed on the Ark.

In recent years much – perhaps too much – emphasis has been placed on the range-topping Pallas. In 1967, however, the DS21 Safari was undoubtedly an expensive and exotic machine – there were no comparable front-wheel-drive estate cars – but it was still devised as a working vehicle. To encounter it now is to be confronted by one of the most commanding estates of its day, and one that boasts a multi-faceted persona. It's as emblematic of a rural France where the proud owner overtook the Renault 4CVs of the farm workers as it is of cruising through the new tower blocks ringing the *Périphérique*.

Naturally, parts of the DS take some acclimatising to, such as the exceptionally sensitive brake 'mushroom' that will halt a large amount of Citroën at the merest touch, plus the awkward handbrake, but so well-proportioned are its lines that its huge size is not immediately apparent.

And so utterly superb are its road manners that an estate car of more than 16ft in length can take almost any corner as a matter of course. The 21's steering will instantly transport you, your many passengers and a vast amount of luggage in whichever direction you choose – an ability that would be alien to drivers of its Humber Super Snipe and Zodiac MkIV Farnham rivals.

Our featured Kenyan-market car was originally the property of the toffee magnate Sir David Duncan, and resided at the Giraffe Manor hunting lodge near Nairobi. Such history lends a further dimension to the Citroën's legend: the DS as transport for shooting parties in a post-colonial Africa, ferrying guests and beaters around without even disturbing their hip-flasks.

Clockwise, from bottom:
403's spare wheel lives
under false floor; fuel
filler hidden behind tail
light; repeaters on C-pillar;
conventional profile



The Peugeot's metal dashboard is much more of its time than the DS's interior, but it's still ergonomic and stylish

The Slough-assembled models boasted leather upholstery, which always looked faintly out of place compared to the comfortable and eminently practical cloth trim of the French model. It can be fairly said that the DS Safari marks the point at which high automotive art meets practicality, from the height-adjustable suspension to the vast load bay and the integral roof-rack. After just a short acquaintance, most of its competitors seem like an anticlimax.

When the DS made its debut, its domestic rivals were Simca's Vedette and Renault's 2-litre Frégate, but these were *voitures de nouveau riche* whereas the Citroën was a class apart. Another French car above the vulgarities of the burgeoning *société de consommation* was the Peugeot 403. It may have occupied a marketing niche below their own car, but Citroën's management noted it as a six-seater that cost FF200,000 less than the DS. Within a few months of the 403's launch, it had accrued a waiting list of more than a year.

Peugeot had started work on the eventual

replacement for the 203 in October 1950, and the 403 faced the challenge of following the car that held 20% of the home market. But with the growth of the post-war French economy, Peugeot wanted to offer its customers a bigger family car with even greater appeal.

The engine size of the latest model was largely dictated by stringent French taxation laws and so the 203's 1290cc powerplant was expanded to a mere 1468cc. The styling was the work of Battista Farina, after Henri Thomas' in-house design was rejected for the heinous crime of bearing too close a similarity to the Ford Vedette. The 403 may have been emblematic of a new world of private car ownership, but this did not mean that the company had to embrace mid-Atlantic ideals wholesale.

The 403 was launched on 24 April 1955 and by the end of the year its second-hand value was higher than its list price new; some dealers reported that when their customers finally took delivery of their Peugeot they would immediately

place an order for another. In 1956, the saloon was joined by the Cabriolet Grand Luxe – as driven by detective lieutenant Columbo – and two years later Peugeot offered the 403 as an estate car with a wheelbase extended by 9in. That year, it also fitted a diesel engine, a first for the company, and another milestone was reached in 1960 when the one-millionth unit was sold.

Production of the 403 ceased six years later, and during that time it ran parallel to the 404 saloon. It was never as familiar to the average British motorist as the DS, despite the latter's considerably higher price, but this was partially due to that car being assembled at Citroën's plant in Slough until 1966. In post-war Berkshire, it must have initially seemed like an escapee from *The Quatermass Experiment*.

But in Europe, Africa, Asia and South America, the Peugeot known as *l'Incroyable* (the unbreakable) had become the company's first 'world car'. Virtually every aspect of the 403 was over-engineered, making it ideal for countries

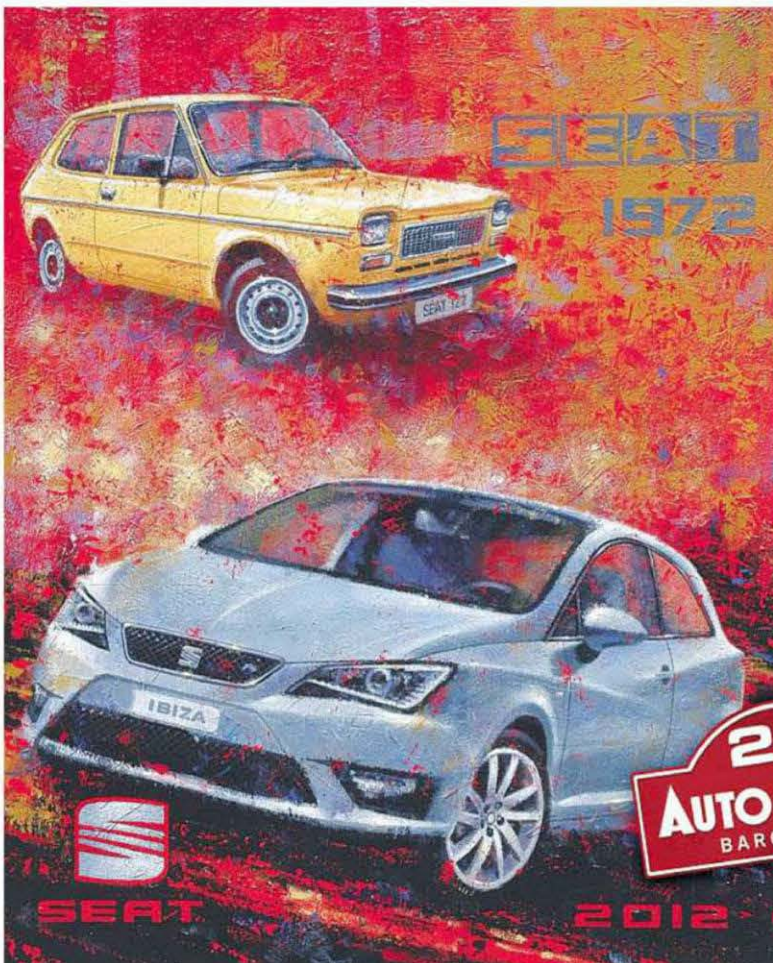


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While the Citroën has a horizontally split tailgate with curved screen, the 403 boasts a side-hinged, single-piece rear door. Saloon version of the DS features a glassfibre roof; estate has a steel panel



Meet the owners

MARK WOODBRIDGE (above, top) has traced his Citroën's history: after Kenya, it moved to South Africa and entered the UK in 2009. Woodbridge has had the front seats retrimmed and the roof resprayed in authentic Blanc Carrera. He has also fitted rear seatbelts because the car was used for family holidays in Ireland and France: "As a classic that can be used in a truly practical sense, the Safari is one of the best."

RICHARD BEDDALL is a gentleman who has driven nearly any fine vehicle that you could care to mention. As such, he is well qualified to judge the abilities of his Peugeot: "What other estate car that is more than 50-years old offers the same degree of reliability, comfort and looks as this? The 403 estate is a very handsome vehicle."

with few tarmac roads and fewer dealerships, such as the former British Nyasaland (now Malawi) where 'our' Peugeot was sold new in 1959. Elsewhere in the Commonwealth, Kenyan buyers were deserting BMC and Rootes in favour of 403s sold by Marshalls of Nairobi, and sales of Australian-assembled models were boosted by victory on the 1956 Ampol Trial.

The 403 estate was available as a five/six-seater – the fronts being in split-bench form – or as a chrome-laden Deluxe model with a third row of seats. Regardless of trim level, the driving position is commanding and the front-seat backrests recline. This car is also fitted with an ignition switch – a device that was not originally standard equipment on the very early 403s.

The dashboard is an archetypically French combination of bare painted metal with a plethora of white-tipped knobs, but decoration does not always equate with quality – as any Allegro Vanden Plas owner will tell you. Still, this is the 'seventh best-made car in the world' – the others

came from Lancia, Lincoln, Mercedes-Benz, Porsche, Rolls-Royce and Rover – and the Peugeot's abilities are soon apparent.

On paper, the 403's top speed appears far from blistering – although much higher than one might expect from such a heavy 1.5-litre estate – but one of its many achievements is its ability to cruise at 70mph with a sense of effortlessness that would seem refined in a 3-litre shooting brake. The ultra-conventional suspension gives passengers an unconventionally smooth ride, plus the rack-and-pinion steering is incredibly precise by the standards of the day. There is none of the wallowing all too familiar to drivers of a Morris Oxford Traveller. As with the DS, the 403 has a steering-column change and, although the gate is the reverse of the 1950s norm, you soon realise how well planned it is. The first three ratios are ideal for urban motoring and fourth for cruising to Nice along the A8.

The DS and the 403 both made an indelible mark on French popular culture, and if one automatically thinks of Alain Delon having access to every big Citroën in Paris in the grey, ambiguous world of *Le Samourai*, the 403 made an equally memorable contribution to cinema in *Un Témoin dans la Ville*, Lino Ventura desperately evading *Les Flies* in his stolen Peugeot taxi.

This has not been a test along the clichéd lines of the tortoise and the hare, but a prime case of how two cars of diametrically opposing philosophies are both able to fulfil a brief of transporting passengers, luggage and livestock to the highest standards. After several decades, the DS continues to startle, delight and amaze subsequent generations simply by conveying seven or even eight people on a cushion of air at 100mph.

The Peugeot, meanwhile, introduced post-war motorists to the no less radical concept that mass production need not be at odds with coach-built standards. Barthes described driving a DS as 'obviously turning from an alchemy of speed to a relish in driving' and, in 1960, *The Motor* called the 403 'sensible without being in the least dull' – but then those two descriptions could so easily be reversed.

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Construction steel punt with steel panels
Engine iron-block, alloy-head, overhead-valve 2175cc 'four', single Weber carburettor
Max power 100bhp @ 5500rpm
Max torque 121lb ft @ 3000rpm
Transmission four-speed manual, FWD
Suspension independent, at front by leading arms rear trailing arms; anti-roll bar, self-levelling hydropneumatic system f/r
Steering rack and pinion
Brakes powered disc/drum
Length 16ft 4½in (5397mm) **Width** 5ft 10½in (2807mm) **Height** 5ft ½in (1537mm)
Wheelbase 10ft 3in (3125mm)
Weight 3051lb (1384kg) **0-60mph** 12.5 secs
Top speed 102mph **Mpg** 30
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PEUGEOT 403 BREAK

Sold/number built 1958-'67/1,214,121 (all)
Construction steel monocoque
Engine all-iron, overhead-valve, 1468cc 'four', single Solex carburettor
Max power 65bhp @ 4900rpm
Max torque 75lb ft @ 2500rpm
Transmission four-speed manual, RWD
Suspension front independent, by torsion bars and transverse leaf spring rear beam axle, semi-elliptic springs; hydraulic lever-arm dampers f/r
Steering rack and pinion **Brakes** drums
Length 15ft 1in (4597mm)
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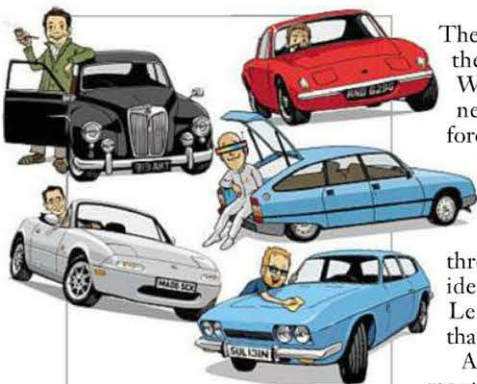
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M1012P

First stop in Putanges-Pont-Écrepin for a feast of croissants and baguettes on the way to Le Mans. Page proves that the MX-5 hood *does* fold, shortly before the first downpour of the day returned Mazda to its more familiar mode



INFAMOUS FIVE HAVE FUN ON THE CONTINENT



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Mazda MX-5 1.8i

Run by James Page

Reliant Scimitar

GTE SE5a

Run by Martin Port

There was a curious hesitancy to the trip to Le Mans this year. With the UK experiencing near-biblical downpours, the forecast suggested that the Pays de la Loire region of France wouldn't be much different. Lightning storms, strong winds and persistent rain for three days began to dampen the idea of our biennial trip to the Le Mans Classic – something that was previously unheard of.

As we made our way to Portsmouth, however, and hooked up with participants on the C&SC Reader Run before boarding the ferry, there was a glimmer of hope as a fine day became a clear night. Were things looking up after all?

One boat trip later and we were rolling off into the familiar town of Ouistreham (so familiar that we no longer get lost) on an overcast yet dry morning. Clements' Magnette was the only second-timer in our party, the remainder being Le Mans virgins: Elliott's Elan, Port's Scimitar, Evans' Citroën GSA – "I'd wanted to take it to France for a while, and Le Mans seemed appropriate" – and Page's MX-5.

The Magnette took the role of pace-setter for the first leg: the



Eclectic mix at Port Solent meeting point



Sunset strip: waiting for ferry at Pompey



Clements' MG leans as it tries to keep up with the sporty boys. Oddly, it had the same amount of lean every time he got in...



"James, you don't know your own strength!"

Clements' white knuckles, whereupon he enquired whether we could "perhaps ease up a little?"

Some truly terrible conditions then tested our classic wipers – as well as our concentration – so no wonder we decided to take another break with Le Mans a mere 35km away, and stopped at Sillé le Guillaume to load up with essentials: beer; bargain-basement vino that could always be used as a degreaser back in the workshop; and the usual array of meats for the barbecue.

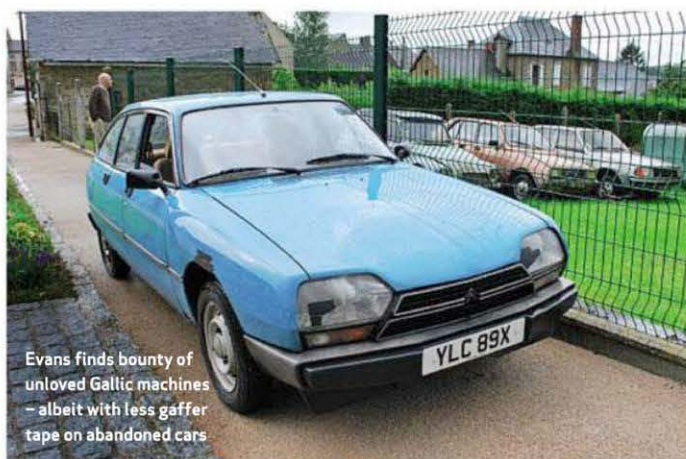
Pulling out of the *supermarché* proved troublesome for one of the fleet – not because it was overloaded, but because Elliott had trouble selecting reverse in his Elan. The text to those of us already

campsite, having found that John Blundell, co-owner of Mick Walsh's Lea-Francis, was already set up with a brew on the go in the pitch opposite. Port's '30-second wonder' was up in no time, so he started on the gazebo while Clements made a start erecting what one fellow camper would later describe as: "The most interesting thing I have ever seen." Naturally, she was talking about his VW 'Splittie'-shaped tent, which would go on to house three grown men: Clements, Page and Elliott (more like Hagrid and a couple of Hobbits).

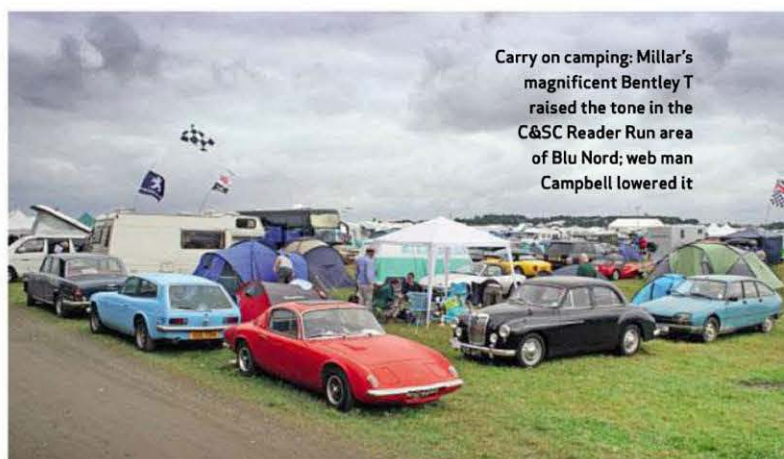
With our camping area taking shape, it was a great opportunity to talk shop with readers pitched close by, and some cracking conversation

was had over the odd beer during the course of the weekend. Of particular note were James Clay and Richard Killaren, who drove over in a mighty Dodge Polara that made a natural pairing with our own Julian Balme's Ford Galaxie when he and Walsh arrived having blasted down from Calais (using an obscene amount of fuel). We were all a bit jealous of James Millar and mate Mark 'Chubs' Dunscombe, who wafted their way through France in supreme style aboard James' T-series Bentley, then proceeded to provide plenty of laughs with some brilliant (but largely unrepeatable) anecdotes.

After some well-cooked sausages and a toast to celebrate Clements'



Evans finds bounty of unloved Gallic machines – albeit with less gaffer tape on abandoned cars



Carry on camping: Millar's magnificent Bentley T raised the tone in the C&SC Reader Run area of Blu Nord; web man Campbell lowered it



Elliott ponders potential new family classic



Page, his Mazda MX-5, and a row of tents...



Black-to-black: Galaxie and Dodge Polara



Quick beer before health-scare barbecue

four-seater ideal for car-hopping web man Russell Campbell, giving him an opportunity to demonstrate his admirable navigational skills. Which turned out to be neither admirable, nor skilful.

A breakfast stop at Le Lion Verd in Putanges was welcome, as we dined on fresh bread, croissants and coffee for a bargain €5 per head. At that point the weather started to break, leaving Page to play cat-and-mouse with his MX-5's wet-weather gear for the rest of the morning. Avoiding the *autoroute*, we managed to find several enjoyable sections of rural tarmac to raise the speed and the smile factor. We were all marveling at how well the Magnette was doing by not just keeping up, but at times pressing the rest of us – until we got to the next stop and noted

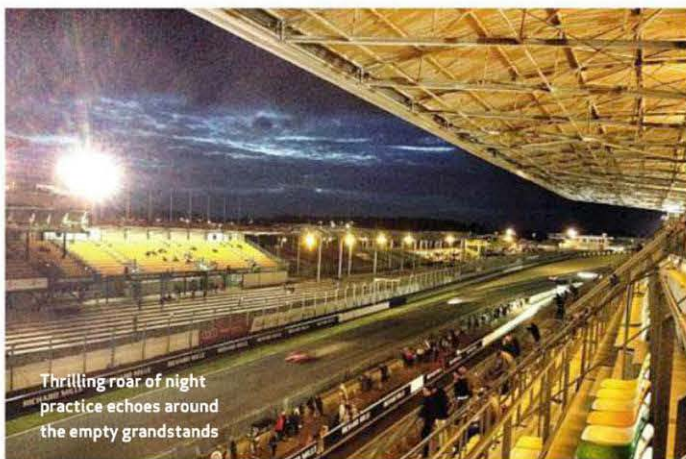
pointing in the right direction read: 'Er, the gearlever seems to have come off in my hand.' We returned to find him under the car, trying desperately to find the nut that held the lever in place. A bit of C&SC bodgery (with almost the right-sized nut) held things in place, but for how long? Hopefully as long as the air that had to be put into the +2's fast-deflating rear tyre.

David 'homing pigeon' Evans took the hint from a rapidly slowing fleet and thrummed past as we reached St Saturnin to take the lead for the most direct route to the circuit. Even those of us with five or six visits to the Classic under our belts have been known to epically screw up this last part of the run, so Evans was the only choice.

The weather was kind to us as we pitched our tents in the Blu Nord



Grid walkabout too much for GT40-obsessed Port, heard muttering repeatedly "I want one" with maniacal expression



Thrilling roar of night practice echoes around the empty grandstands



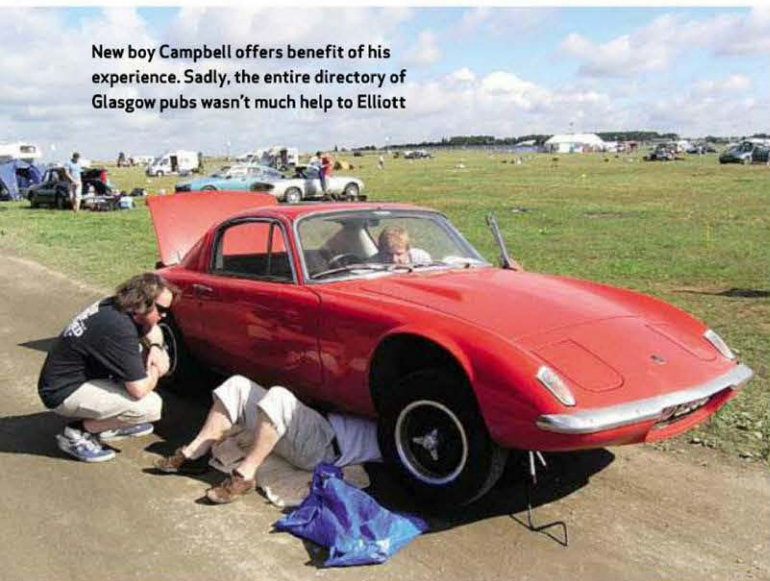
After the disappointment of the new, Page satisfied himself by sitting in a ditch, staring at the old Maison Blanche making "vroom vroom" noises



Crocks, monsieur? Here's three of them



Exotic rarity. With Willment Cobra behind



New boy Campbell offers benefit of his experience. Sadly, the entire directory of Glasgow pubs wasn't much help to Elliott

birthday, it was time for Friday's night practice. Page had been to the 24 Heures du Mans as a child, but never to the Classic, so was keen to experience as much as possible. Port steered him to the pit-straight grandstands to watch the GT40s as they closed at terrifying speed on the slower participants. It was with some disbelief that Page then gently rebuked the rest of the team's opinion that Le Mans Classic was the "best thing ever", preferring Goodwood or Brands as circuits for watching historic. A fair point, but naturally we all pointed out that he was wrong and embarked on a three-day mission to change his mind.

Late on Saturday, Evans donned his chauffeur's cap and took Page and Campbell off to experience Arnage by night, while Port and Clements opted to see in the early hours from the Maison Blanche banking and Elliott entertained his guests back at camp. A message from sceptic Page simply read: "GT40s in the dark out in the countryside very much count in this event's favour." Job done.

With the rain holding off on Sunday, it was an opportunity to have a look around the epic infield club displays. Port pined for his beloved 912 as he tortured himself with a stroll through just a few of the 1150 Porsches, before hooking up with the others to watch more action on track. An hour standing watching *plateau deux* wind its way through the Dunlop chicane was well worth it – particularly when 'Hawkeye' Campbell pointed to the big bridge with 10ft-high letters on it and asked: "So, is that the Dunlop bridge then?"

As the music played over the tannoy and applause rippled through the grandstands to signal the end of the 24 hours, it was time to head for the paddocks to revel in the atmosphere one last time before retreating to the campsite. For our final night, we opted to uphold C&SC's impromptu tradition of piling into the four-doors and driving out to a St Saturnin restaurant for *steak-frites*, returning to camp for a nightcap and a welcome kip.

The next morning, Page – still smarting at the "terrible modernisation" of the circuit – took the opportunity to navigate his MX-5 around the road sections, dreaming of Porsche 917s and Ferrari 512s blasting through the fearsome right-left-right sweeper at the old Maison Blanche, while the rest of us packed the tents and prepared for the off. At that point, Elliott's gearstick came off once again, with the replacement nut nowhere to be seen until we jacked up the car and

discovered a raft of spares nestling on the chassis. With no more bodging required, it all went back together fairly easily and we were on our way home.

Evans' decision to bring the Citroën was vindicated in spectacular fashion as we left the site and the only other GSA at La Sarthe rasped past in a flurry of waves and high-pitched toots. "It made my weekend!" buzzed David. Winding north, we found ourselves parked up opposite the same supermarket where Elliott's gearlever had parted company on the way down: this time the Lotus had dropped a cylinder. A simple bit of diagnosis showed a bad plug and, with a spare donated by Mr Evans, the Lotus was soon up and running.

A gentle trot back was interspersed with a pause for the obligatory *croque monsieur* for lunch – a stop that also gave James Page an opportunity to demonstrate his grasp of French after a friendly nudge from 'Rab C' Campbell nearly resulted in a broken rib.

With the jollities almost over for another two years, the run became rather more spirited as we realised that our boarding time was fast approaching. With the Elan's clutch exhibiting worrying symptoms when we got stuck in the mother of all queues at Ouistreham, it was of some comfort to see so many other classics on the same boat. For Evans, it was even more of a joy as he found his "old shed" parked in front of the fabulous Willment Cobra: "The least and most valuable cars, together, on a boat. *Magnifique!*"

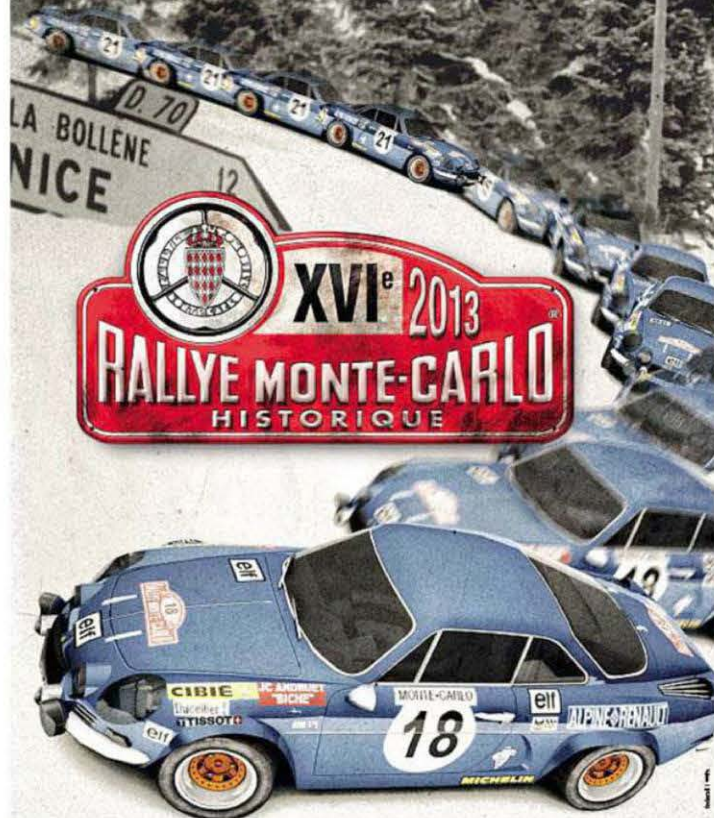
As we rolled off the boat into Portsmouth, there was the usual array of nods, thumbs-up and weary smiles between drivers – all glad to have survived another evocative Le Mans Classic. In the queue for passport control, thoughts were already turning to 2014. "I need something older next time," mused Page. "If only I could have the AC Buckland finished," dreamed Port. "If I force it into fourth, can I make it to Putney without changing gear?" grumbled Elliott...

And, as the team went their separate ways, the icing on the cake came courtesy of the cars as they soaked up the cool, late-night air. The Magnette was "cruising easily at 70mph and overtaking Tigers and Healeys", while Port's Scimitar felt "as if it is supercharged". Proof that our classics love a decent run just as much as their owners.

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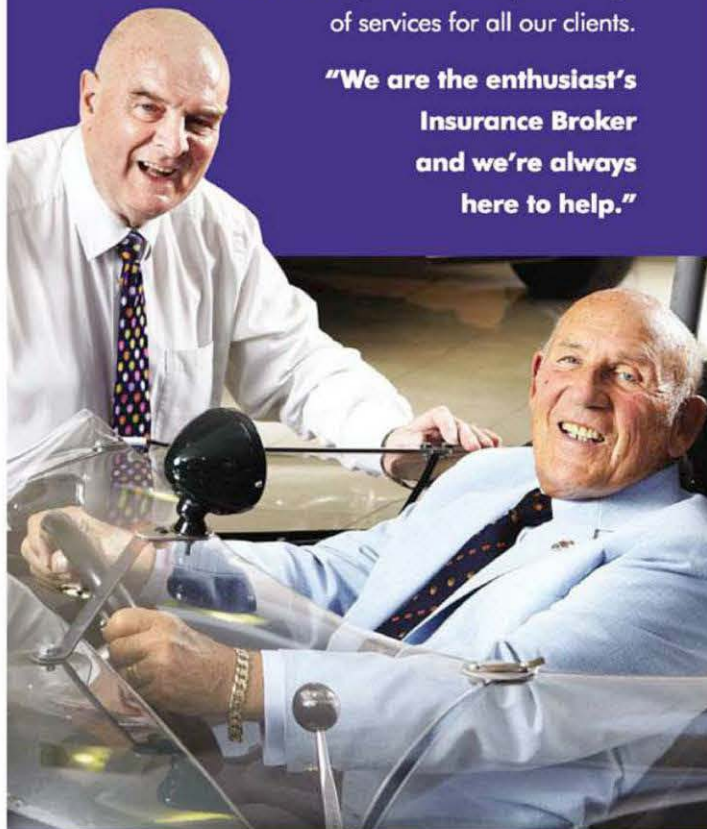
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Clockwise: a chuffed Buckley in Neckarsulm; arriving at Treffen; 'doctor' Blake fits window regulator



Jock volunteers a spare voltage regulator



Blake's ex-Simon Kremer cabrio with FAR



NSU Ro80

Run by Martin Buckley
 Owned since June 2007
 Total mileage 52,762
 Miles since May
 2012 report c1000
 Latest costs £527.20

FAR FROM HOME, BUT BACK HOME

Everything started coming together on the NSU in May. Phil Blake was pushing the idea of a trip to the NSU Treffen in Neckarsulm, Germany in June. I said that I'd love to go, as long as he was willing to sort my car, FAR 666K. Meanwhile, I had to get it over to his place in Suffolk; enter Fredrik Folkestad (to whom I had donated some NSU parts) with his Land-Rover Discovery and trailer.

Come the day of the move, the car didn't want to be disturbed. It refused to start for the first time and, when I was winding it on to the

'One school of thought says I should just respray it, but then it wouldn't be original and much of the paint is nice'

trailer, it broke free of its ropes and nearly rolled into the car parked behind. But there were no further mishaps and we transported the NSU to Phil's unscathed. The plan was to get FAR starting, stopping and MoT'd. I knew that there were no rust problems and, in fact, it still had a ticket just over a year ago and had been pretty much nowhere.

Reviving the engine just required spark plugs, points, some fiddling with the timing and a new battery (plus an earth strap and clamp). It was also treated to a replacement water-pump pulley and Phil cured a leak on the front water jacket cover before flushing and refilling the cooling system. For want of a new exhaust – which I plan to organise – Phil generously lent me a system.

The brakes were more involved. Phil fitted fresh rubbers in the master-cylinder reservoir mounts, replaced the servo, then cleaned and painted all the parts. Underneath, he swapped the rear regulator valve and de-rusted, lubricated and refitted the regulator bar; the brakes are now spot-on. A new steering-rack



Jock volunteers a spare voltage regulator



Blake's ex-Simon Kremer cabrio with FAR

gaiter, plus nearside lower balljoint and gaiter, appeased the MoT man.

FAR's aesthetics weren't ignored, either. Phil re-affixed the front numberplate, swapped the grille (the original kept falling off), then cleaned the scuttle and blocked drain tubes before replacing the wiper arms and getting them going with a new motor. Other detail attention included repairing the bonnet pull, fitting a new heater valve and making the dash, interior and even the glovebox lights work.

He also sorted the air vents inside and the screen washers. An exhaustive list of jobs, in other words.

The car flew through the test and I drove back to Gloucestershire delighted with it, ready for my trip to the Treffen (see last month's *Backfire*). At the event, Phil fitted a new window regulator and fellow Ro80 owner Jock kindly helped out with a voltage regulator when my charge warning light came on. For some reason, I'd had the foresight to bring a spare. And his pal Rob Ryan fixed me up with three wheel centres that the car has been missing ever since I've owned it.

Now I have to decide what to do with the bodywork. One school of thought says just bite the bullet and respray it... but then it would no longer be original, and so much of the paint on the car is really nice. I'm wondering if there is a way of preserving what I have, while at the same time making it look a bit less scruffy. I know that if it was a more valuable car – such as a Mk2 Jag, say – then just ripping it to bits would not be a consideration. We'll see.

THANKS TO

• Phil Blake, Rob Ryan and Jock.
 See more of Phil's photos at <http://tinyurl.com/d9kqx6nt>



www.guybroad.co.uk

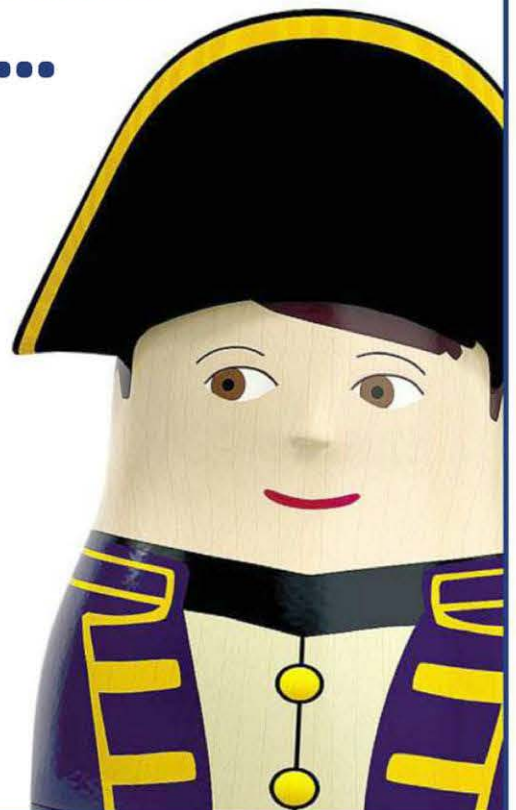
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Jackpot of spare engine parts was kindly donated by reader Ian Bingham



AC Buckland

Run by Martin Port
Owned since October 2007
Total mileage 9499
Miles since June 2011 report none
Latest costs nil

LE MANS REVIVES STALLED REBUILD

It has been over a year since the Buckland last appeared here, and I wish I could start by saying that I've done lots, but I've achieved much less than I should have. I will even confess to having had fleeting thoughts of putting the project up for sale, but all it takes is a flick through the photos of the car in its heyday to bring me back around.

So, in the spirit of positivity, I'll kick off with a joyous moment when things received a boost after the previous report. Ian Bingham, C&SC reader and owner of the 1928 AC-engined Fraser Nash Geoghegan Special, generously donated two boxes of used pistons, cylinder liners and conrods, after I had to abandon thoughts of buying a complete running engine that he had for sale. This means that I have accumulated an enviable amount of engine parts, but the rebuild is still the stumbling block. I just cannot afford to have the work done by someone versed in vintage engines, so I've even thought about popping in a 'six' from a Triumph 2000 for the time being. That idea leaves me feeling like a cheat, though, so I still intend to find a way of putting the 'proper' engine back in.



More new wood – repair section on A-post



Suspension before stripdown; Woodhead-Monroe dampers need replacing

Our visit to the Le Mans Classic has reinvigorated my enthusiasm, and I am determined to 'rough it' in the Buckland one year. That's why I am getting stuck into the project once again. I began by removing the rear suspension – the leaf springs are thick with crud and very stiff, but I am hoping that I can blast and oil them to restore some movement. The only option with the dampers is to fit fresh ones. I can't find a new equivalent of the Woodhead-Monroe units, so will end up having some made from scratch. I'm hoping that the rest of the back end can just be overhauled – much like the recently removed gearbox, which looks to be in fine fettle.

Elsewhere, I have replaced yet more rotten wood sections – this time on the A-post – but the next woodwork that gets done will be replacement of the plywood bulkhead in order to restore some of the strength to the front end.



Ford Mustang

Run by Graeme Hurst
Owned since September '99
Total mileage 65,789
Miles since May report 235
Latest costs nil

PONY CARS TROT THROUGH FAMILY

My latest Mustang fix came sooner than expected, following a last-minute trip to visit family in Cape Town in June. With only a week back home, I didn't have enough time for any major chunks of the planned refurbishment. But the wet Cape winter meant that I could take solace from rummaging into my cache of new bits to improve things, if only temporarily.

First on was a set of wiper blades after the conditions accelerated the demise of the old ones. The offside blade came adrift, putting metal in contact with costly-to-replace 48-year-old glass. Fortunately, it happened near home so I was able to crawl back with the wipers off before digging out the new pair that I bought in the States.

The boot lock also received attention, the

tumbler for which was worn and could increasingly be opened with any key. Or, as I discovered when I accidentally locked the keys inside while visiting the nearby Classic Car Clinic, a screwdriver! The bout of fettle made it more pleasurable to drive around the Cape Peninsula, especially in the chilly mornings with the cool, 15°C air (it's usually 30°C when I'm back in the summer) ensuring that the 4V engine was fed lots of oxygen.

I was reminded – after a brief run in our Healey – of why I got hooked on the sparkling performance that a simple pushrod V8 can deliver in a relatively light body, riding on a live axle. But it was great to enjoy the 100/6 again on some of my favourite coast roads, even if its capabilities are more modest than the Ford's.

And it seems that Mustang fever is spreading in the Hurst family. A month earlier on a trip to Australia for my brother Andrew's wedding, I got to drive my uncle John's '67 example, which he bought after I waxed lyrical on a previous trip about how great they are to own. John's recent import Candy Apple Red notchback has only ever had a blowover and remains fantastically original, down to its 2V carb and single-pipe exhaust system. It was so good, in fact, that the bloke who brought it to Australia as a concours project didn't have the heart to pull it apart and sold it on. A few miles behind the wheel confirmed just how quiet and tight these cars can feel if unmolested. Plus, it was an

added impetus to get mine back to factory standard when I'm next home.



Shock: it does rain in sunny South Africa!



Hurst with family 100/6. Inset: boot lock



Our man by Mustang of uncle John (second rt), plus brothers Kevin and Andrew with 911



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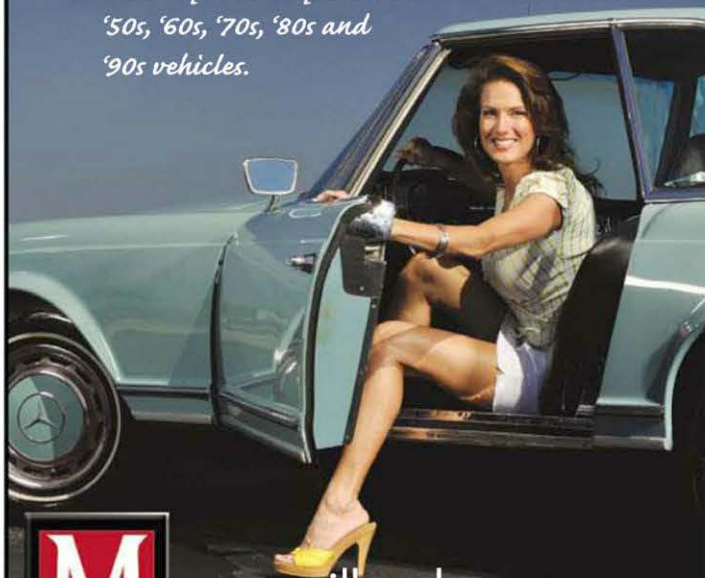
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ADVENTURER'S PYRAMID SCHEME

Everyone who is into old cars harbours a dream, be it a gorgeous drop-top, a concours queen or an epic drive on a legendary road. But few of us get to live it: friends may laugh, and as for the other half...

Well, they might just agree.

That's what happened to me, and it turned out to be the best, scariest, most incredible journey ever – mainly because the whole idea was just a bit crazy to start with.

For almost three decades, I had fantasized about an overland journey to Egypt and back, no hanging around, in true Phileas Fogg style. But the question was how? Sadly, I didn't then know the wonders of classics, having grown up with a Mk2 Escort as the family transport, replaced by a succession of similar steeds culminating in an Opel Manta – none of them sporting logos such as RS or GT.



Dream come true: Stacey and West by the pyramids

'With a wave of the flag by Jean-Christophe Novelli, we launched ourselves on to the M25: destination Cairo'

Then, 20 years ago, I met Rob Stacey and everything changed. He seemed to understand the need for adventure and, moreover, that all true adventures must be undertaken in a classic car. We did the Classic Rally Association's Dash to Marrakech in 1998 then, bitten by the bug, each year we took on a long-distance challenge such as the Monte Historique or Classic Acropolis, racking up the rally plates on the garage wall, along with a gong or two, and smiling every time we saw them.

But it wasn't enough.

Then one day, quite out of the blue, I mentioned to Rob my secret wanderlust. Much to my surprise – and the dismay of our parents and bank manager – he thought that driving to Egypt was a great idea!

By November 2010, plans had shaped up nicely and we'd pledged to raise money for charity during the drive. We decided to take the Mk1 Morris Mini-Minor Deluxe that we'd picked up for a whopping £675 on a well-known auction site. Having been off the road since '67, it would be recommissioned to a functional (rather than shiny) state and driven through 10 countries and three continents in 35 days.

Just as we were almost ready for the off, the Arab Spring ignited. It was January 2011, and country after country toppled as the wind of change blew across North Africa. Committed both financially and mentally, we delayed our start by one month in the hope that the unrest would settle, then on 20 May



Morris-style logo spotted on Egyptian sign



Celebrating with some fizz at the finish line



Echoes of races past in the Reims pits

2011, with a wave of the flag by celebrity chef Jean-Christophe Novelli, we launched ourselves on to the M25: destination Cairo.

Everything was going well – we'd circumnavigated the Libyan issues by planning a boat back from Alexandria – but by the time we reached Turkey, things were going from bad to worse in Syria, with numerous borders closed. In true Brit style, we would not be deterred and thus began a plot-and-bash route on the grandest scale, as we tried every possible method of getting to the Pyramids and back in our allocated time.

Baksheesh, blistering heat and a faltering Mini... the list of challenges went on, but against all odds we made it, then returned across Europe in just two days, the tiny 848cc engine never missing a beat.

At the NEC Classic Motor Show last November, fellow exhibitors were aghast at our tiny, unwashed car, still covered in Arabic squiggles

from its Egyptian experiences, with desert sand ingrained in every nook and cranny. But beauty, of course, is in the eye of the beholder. We were like proud parents: it had survived the distance without a hitch, and we'd finished what we'd started, despite feeling several years older from the experience.

Be careful what you wish for: your dream just might come true... and then what do you do?

Mini-Minor to Asia Minor... There & Back! is out now (ISBN 978 1 84584 361 8); royalties to Willow Foundation: www.willowfoundation.org.uk

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01243 573835; www.mobiwasher.co.uk

The new V-17 comes with a rechargeable internal battery, which means that it is a fully portable unit – it weighs only 7½kg and has integral wheels. An anti-lag system retains the pressure in the hose via sensors; press the trigger and the spray immediately starts again. There is also a variable pressure output, from a spray to a jet, so that you can adjust the washer to suit different jobs. You can charge it via a mains supply or run it from a 12V outlet. We've tested the V-17 on the C&SC fleet – a big ask on some of the cars – and it performed impressively. It's quiet and the trigger, which features a locking mechanism, is good quality. Mobi claims that the 17-litre water tank is the largest on the UK market, and it was plenty to wash a large classic.



The V-17 features an adjustable trigger and a generous water tank, and functions well

LANCIA STRATOS WHEELS

FROM £1314 01275 349449; www.alfaholics.com

These sand-cast magnesium alloys mimic Campagnolo's period 'coffin spoke' Lancia Stratos wheels. The price shown is for the 8x15in fronts. The 12x15in rears are £1434 each. They feature the correct offset, and will fit the Group 4 Stratos and Ferrari 308.



GYS WELDING MACHINES £1032 (200); £1191 (250)

01926 338609; www.gys-welding.com

GYS has added two new heavy-duty MIG welding machines to its



line-up. The Monogys 200 runs via a 230V power supply, and is suitable for welding steel, stainless steel and aluminium. The Synergie mode means that the machine will automatically select the optimum wire speed once you have entered the wire type, wire diameter and power. There is also a fully manual setting, plus spot-welding and delay modes, and the machine offers two-touch 'on or off' operation.

The Monogys 250 (left) uses four-touch operation to give greater control over the weld, as well as a four-reel wire feed for more precision. It is also better suited to soft wire. GYS claims that both machines have the capability to weld 1mm wire. Both are supplied with the torch and earth clamp, and they feature a storage compartment for consumables at the rear.



GERBER FIT £39.99 01506

406277; www.gerbergear.co.uk

Gerber's latest multi-tool features a built-in 25-lumen LED to make it easier to use at night or in a tight spot. It comes with a softer, more rounded design than previous incarnations and the 10 supplied components include flat- and cross-headed drivers (micro and large), scissors and two blades. Weighing in at only 145g, it folds away to 102mm in length.

GRIME BOSS HAND WIPES

£2.99 01352 736700;

www.grimeboss.co.uk

These heavy-duty wipes have been formulated to remove oil, grease, paint and adhesives from your skin. They have one smooth side for gentle cleaning, plus a textured 'scrubbing' side for heavier deposits. The aloe vera and vitamin E content helps to moisturise your skin. We've been using them in the C&SC workshop and have found them to be highly effective. The price shown is for a pack of 10 wipes.



INSPECTION LAMP £54.99

0113 213 2000;

www.ringautomotive.co.uk

Ring's RIL3200 comprises six high-power LEDs. On its maximum power setting, it provides 1200-lux output for four hours' operating time. There is also the option of a low-power setting to give 325-lux for eight hours. Equipped with a lithium-ion battery, the lamp will recharge in only 2½ hours. It comes with a spotlight function, a magnet and a hook so that it can be attached to various points, plus a robust polycarbonate lens.



LOTUS ELAN EXHAUST FROM £349.20

01303 245300; www.piperexhausts.co.uk

If you own a front-wheel-drive M100 Elan SE, Piper has launched two performance exhausts: one with a 2¼in bore; the other 2½in. Both mate with the original pre-catalytic converter (if fitted) and feature a constant bore throughout. They are made from T304 stainless steel and are mandrel-bent to ensure maximum flow. All the joints are MIG-welded and the whole system is assembled on a jig to make it easier to fit.

Piper's systems for the M100 Elan are available in two different bore sizes

You can specify a sports-cat that conforms to motor-sport regs, plus a silenced or unsilenced centre section. A pre-cat

eliminator is also available to replace the original pre-cat.

Both exhausts are offered with a lifetime guarantee, and the price shown above is for the 2¼in version.

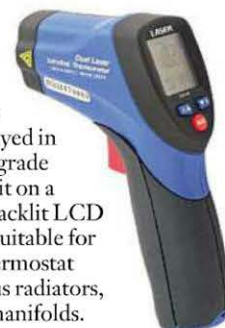


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www.lasertools.co.uk

This new high-resolution tool uses infrared technology to measure the surface temperature of an object without you having to touch it. The twin-spot laser system enables you to calculate the most effective operating distance, and the temperature can be displayed in either Centigrade or Fahrenheit on a switchable backlit LCD screen. It is suitable for checking thermostat function, plus radiators, brakes and manifolds.



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The son of a Vintage Sports-Car Club member, Patrick Blakeney-Edwards was brought up around pre-war cars: "My father has a passion for old cars, and even back then he was involved in manufacturing crankcases and cylinder heads for Frazer Nashes. He still dabbles in engineering, producing Aston Martin engine blocks."

Following a decade in the music industry, in his late 20s Blakeney-Edwards returned to the only other thing he knew: tinkering with old cars. "I set up in a shed in south Bristol and started fettling Frazer Nashes," he recalls. "After a few years I moved to London to work

for Dan Margulies, before setting up Blakewode Ltd with Edward Wodehouse in Waltham Cross. Edward went on to do his own thing and I continued to expand the business, moving to much larger premises at Buntingford in 2004."

Today, much of the work centres around race-car preparation, taking the team all over the world to run cars for customers. The boss is very much involved, both from an engineering point of view and racing the cars, too. Blakeney-Edwards' exploits in Frazer Nashes are well documented and he is now one of the marque's foremost specialists, with success on the track translating into business in the workshop, much via the London trade.

Blakeney Motorsport also undertakes restorations, encompassing a wide variety of vintage and classic cars. Among the rarest recent projects was a Voisin C25 Aérodyne: "Although pre-war cars are fairly simple, it was tricky due to its Cotal pre-selector gearbox. And rebuilding the engine involved making new sleeves from scratch." Around the workshop there are some 50 cars, being worked on

by a dozen engineers: "We don't envisage growing any larger. At our present size we can offer excellent quality control, and it's important to maintain attention to detail."

Another aspect of the company's work is engine building: "We've become well known for good race units with plenty of power, sometimes double what they originally had, but reliability is just as important." Light machining takes place on-site, but anything more complex is entrusted to a local father-and-son engineering shop.

A relatively new arm of the business is race preparation of the iconic Mini. "They are cheap to buy and maintain, but huge fun," says Blakeney-Edwards. Adding to the variety recently was fettling

a 1903 White steam car for its American owner ahead of a Veteran Car Club event. Further interesting jobs on the go during our visit included getting a pukka BMW 3.5 CSL race-ready, preparing a Cooper-Jaguar, undertaking major rebuilds of several historic Frazer Nashes and recommissioning an AC Cobra. **Paul Bussey**



Meticulous reassembly of Meadows engine



Dave McGrath checks TT Rep's geometry



Tom Russell tackles BMW 'Batmobile' racer

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SE16C200	14	3	200	£519.00	£622.80
SE19	18	4	200	£559.00	£670.80
SE25	23	5.5	200	£799.00	£958.80
SE36	30	7.5	270	£979.00	£1174.80
SE29	28	2x3	270	£999.00	£1162.80
SE70	40	10	300	£2399.00	£2878.80
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Devil 850	107,000	£139.98	£167.98
Devil 850 SS	107,000	£149.98	£179.98
Devil 1250	149,000	£169.98	£203.98
Devil 1260 SS	149,000	£179.98	£215.98
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	500A@24v	1000A@24v		



MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£49.98	£59.98
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£109.98	£131.98
12/24	1000A@12v	2000A@12v	£129.98	£155.98
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CBB210B	10 Dr Chest	710x315	£159.98	£193.98
CBB203B	3 Dr step up	710x315	£159.98	£193.98
CBB215B	5 Dr Cabinet	758x468	£199.98	£239.98
CBB212B	3 Dr Cabinet	758x468	£199.98	£239.98
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CBB213B	3 Dr Cabinet	758x468	£199.98	£239.98

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CW200	22.5ltrs	Floor	£199.98	£239.98
CW40	75ltrs	Floor	£159.98	£191.98

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CARDIFF 44-46 City Rd, CF24 3DN	029 2046 5424	LINCOLN Unit 5 The Pelham Centre, LN5 8HG	01522 543 036	SOUTHAMPTON 516-518 Portsmouth Rd.	023 8065 7788
CARLISLE 85 London Rd, CA1 2TG	01228 591666	LIVERPOOL 80-88 London Rd, L3 5NF	0151 709 4484	SOUTHEAST 1139-1141 London Rd, Leigh on Sea	01702 483 742
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DARLINGTON 214 Northgate, DL1 1RB	01326 380 841	MAIDSTONE 57 Upper Stone St, ME15 6HE	01622 769 572	TWICKENHAM 83-85 Heath Rd, TW1 4AW	020 8992 9117
DEAL (KENT) 182-186 High St, CT14 6BD	01322 290 931	MANCHESTER ALTRINCHAM 71 Manchester Rd, Altrincham	0161 9412 666	WARRINGTON Unit 3, Hawley's Trade Pk.	01925 630 787
DERBY Dervent St, DE1 2ED	01302 245 999	MANCHESTER OPENSHAW Unit 5, Tower Mill, Ashton Old Rd	0201 223 8376	WIGAN 2 Harrison Street, WN5 9AU	01942 323 793
DONCASTER Wheatley Hall Road	01302 245 999	MANSFIELD 169 Chesterfield Rd, South	01623 622160	WOLVERHAMPTON Parkfield Rd, Bilston	01902 494186
DUNDEE 24-26 Trades Lane, DD1 3ET	01382 225 140	MIDLESBROUGH Mandale Triangle, Thornaby	01642 677881	WORCESTER 48a Upper Tything, WR1 1JZ	01905 723451
EDINBURGH 163-171 Piersfield Terrace	0131 669 5919				

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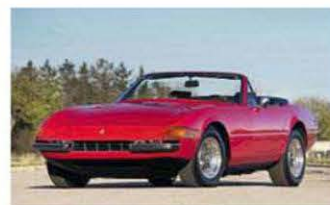
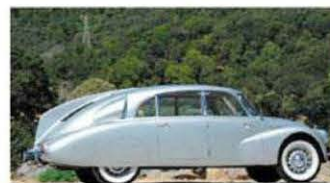


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GOODING AND RM STUN MONTEREY



Clockwise, from main:
540K led Gooding's sale;
Bonhams' Tatra; Mecum
Daytona Spider topped
\$1m; RM's \$11m GT40



Gooding & Co set a new record for the highest auction total during its California sale on 18-19 August. The event raised the astonishing sum of \$113million, which worked out at an average price of more than \$1million per car sold. As expected, the highlight was the 1936 Mercedes-Benz 540K von Krieger Spezial Roadster, which achieved the highest result across all of the Monterey Week auctions by selling for \$11.7million.

It also set a new benchmark for a Mercedes at auction, one of 21 records that Gooding claimed during the two days. Among those was a 1960 Ferrari 250GT California Competizione that took the

second-highest result when it reached \$11.2million, a '55 Ferrari 857S (C&SC, May - \$6.2million), and a 1928 Bentley 4½ Litre (\$6million). Another model from the British marque that's recently been performing strongly is the R-type Continental, and a 1953 Fastback achieved \$1.6million.

RM's mouth-watering line-up didn't disappoint, either. Its top result was the \$11million raised for a 1968 Ford GT40. One of only two lightweight examples still in existence, chassis number P/1074 boasts an impeccable period competition history, having been driven by Jacky Ickx, Brian Redman, David Hobbs and Paul

Hawkins. It also took part in the filming of *Le Mans*. The top three cars on RM's first night raised more than \$22million on their own, with second place in the listings going to a unique Scaglietti-bodied Ferrari 410S (\$7.5million) and third to a 1938 Horch 853A Special Roadster that reached \$4.7million.

Ferraris dominated the second day of the company's auction, with a 1962 250GT SWB California Spider making \$8.5million and a '56 250GT LWB Berlinetta Tour de France selling for \$6.7million.

Away from the record-breaking feats of Gooding and RM, the sale rates and overall results dropped to slightly less stratospheric levels, but

there were still some standout lots. Mecum raised \$5.5million for its Porsche 917/10. The ex-George Follmer car proved to be by far the biggest earner from the company's sale, which took place from 16-18 August. Elsewhere in the listings, a rare Chevrolet Corvette L88 that had covered only 8940 miles impressed by hitting \$575,000.

Over at Quail Lodge on 17 August, Bonhams achieved a number of strong results, such as \$2.2million for a '66 GT40, plus a Tatra T87 aerodynamic saloon that smashed its estimate to sell for \$280,000. Highlights from all the Monterey sales will be included in next month's auction listings.



Two-seater Panhard X19 performed well by reaching €81,300, while Dodge Dart GT (right) sold for €8927

Royal reserves in Monaco

A number of lots bettered their estimates when Artcurial auctioned cars from Prince Rainier's Reserve Collection in Monaco on 26 July. The line-up spanned almost 90 years of automotive history, and even included military vehicles alongside commercials such as a mock vintage bus from 1987. A 1913 Panhard et Levassor X19 Roadster more than doubled its guide price by selling for €81,300, with a 1907 Berliet C2 Double-Phaeton also performing well by reaching €70,000.

The top result on the day, however, was a 1983 Mercedes-Benz 500SEC that exceeded all expectations by hitting €117,600 - against an estimate of €15-25,000. Bought new by the Prince, the car was fully loaded with options and was painted in his favourite shade of blue. Alongside the German supercoupé, the eclectic nature of His Serene Highness' tastes was demonstrated by the presence of a 1942 Dodge Command Car (€56,300) and a 1930 Ford Model A Roadster (€62,600). Artcurial achieved a 100% sale rate, accruing a total of €1.18million.





DB6 pairing stars at H&H

Another month brings more strong results for the Aston DB6 at H&H. Two were offered at Donnington Priory on 8 August: a 1967 example that had been fully rebuilt (above) made £164,640; while a Mk1 Vantage that had been off the road since its last MoT in 2009 reached £128,800. A 1971 Jaguar E-type 2+2 was offered with no reserve and sold for £11,312; a good buy considering that it was a manual dark-red car with a new MoT.



BRIT CLASSICS AT BLENHEIM

Jaguars formed the main element of Coys' Blenheim Palace sale on 14 July. Running alongside a concours d'elegance, the auction featured a number of E-types, but the marque's top result came from a 1937 2½-litre SS100, which made £174,200.

PAMPERED MINI SELLS WELL

A 1960 Austin Seven with only 2600 miles on the clock was one of the highlights of Silverstone Auctions' 21 July sale. Having spent most of its life in heated storage, it reached £23,650. The event achieved an impressive total of £1.27million.



ZEPPELIN FLIES AGAIN

A number of pre-war cars performed well at RM's Aalholm Automobil Museum sale in Denmark on 12 August, none more so than a 1938 Maybach Zeppelin D58 Roadster (above). It sold for £1.3million – 10 times its original guide price.

Coming soon to auction



RARE OSELLI MINI TO BE INCLUDED IN BARONS' HERITAGE SALE

An early Oselli-uprated Mini that has been languishing in a garage for more than 30 years will cross the block at Barons' British Heritage sale on 18 September. The 1961 car (above) features an 1125cc engine and, being in need of restoration, carries an estimate of £7-10,000. The Sandown Park auction will also feature another Mini, this time 'ready to go', in the shape of a 1969 Cooper (£14-15,000) that was restored seven years ago around a replacement bodyshell. Other British classics include a 1950 Bentley MkVI (£18-22,000) and a rebuilt 1948 Rover P2 12 Tourer – one of just 200 made – that is expected to make £16,500-18,500.

BONHAMS' ITALIAN QUARTET

Four Maseratis from the Hartley Collection have been consigned to Bonhams' Goodwood Revival sale on 15 September. Leading the way is a unique Tipo 26M four-seater with period race history. Estimated at £1.8-2.2million, the Maserati has been owned by the Hartleys for six decades, while a two-seater sister car carries a guide price of £4-600,000. A V4 replica that Hartley built from scratch (C&SC, March) has an estimate of £4-500,000, while an Allemano-bodied '55 A6G2000 Coupé (£2-250k) completes the line-up.



Tipo 26M raced in TT and at Brooklands

VARIETY ON OFFER IN SOMERSET

DVCA's 20 September sale will include everything from a 1924 Ford Model T pick-up to an AC prototype that was displayed at the 1986 Motor Show. The latter is part of a trio of cars owned by marque enthusiast Jonathan Stevens. It is estimated to fetch £16-19,000. Also consigned are a 1972 Volvo 1800ES (£12,500-15,000), a '68 MGC (£15-17,000) and a 1953 Bentley R-type Sports Saloon that is in need of restoration (£8-10,000).



DVCA sale will include lovely 1800ES

CHURCHILL'S BEST OF BRITISH

A 1954 Series I Land-Rover that was presented to Sir Winston Churchill on his 80th birthday will be sold by Cheffins on 20 October. UKE 80 comes with the logbook showing Churchill's name, and was used at his Chartwell estate. The car was specially built for the then Prime Minister and features an extra-wide passenger seat to accommodate him, plus a leather-clad grab-handle and a heater. It's covered 12,932 miles and is expected to reach £50-60,000.



SI Land-Rover was an 80th-birthday gift

The Auction diary

SEPTEMBER

8-9 Silverstone Auctions

CarFest North, Cholmondeley Castle, Cheshire 01926 691141; www.silverstoneauctions.com

15 Bonhams Goodwood Revival,

Sussex. Viewing 14, pre-sale 15 020 7468 5801; www.bonhams.com

18 Barons Sandown Park, Surrey.

Viewing 3-7:30pm 17, pre-sale 18. Auction 1:30pm 08458 334455; www.barons-auctions.co.uk

19 H&H Newbury Racecourse,

Berks. Viewing pm 18, pre-sale 19. Auction 1:30pm 08458 334455; www.handh.co.uk

20 DVCA Gartell Light Railway,

Somerset. Viewing 19, pre-sale 20 01963 363353; www.dvca.co.uk

20-22 Barrett-Jackson Mandalay

Bay Resort and Casino, Las Vegas, USA 001 480 663 6255; www.barrett-jackson.com

20-22 Mecum Pheasant Run Resort,

St Charles, Illinois, USA 001 262 275 5050; www.mecum.com

21-22 Silver Sun Valley Resort,

Idaho, USA 001 800 255 4485; www.silverauctions.com

26 Brightwells Leominster,

Herefordshire. Viewing 25, pre-sale 26. Auction 12 noon 01568 611122; www.brightwells.com

OCTOBER

4 H&H Imperial War Museum,

Duxford, Cambridgeshire. Viewing 3, pre-sale 4 08458 334455; www.handh.co.uk

11 RM Hershey, Pennsylvania,

USA 001 800 211 4371; www.rmauctions.com

13 Coys Royal Ascot Racecourse,

Berks. Viewing 12, pre-sale 13 020 8614 7888; www.coys.co.uk

17 H&H Pavilion Gardens,

Derbyshire. Viewing 16, pre-sale 17 08458 334455; www.handh.co.uk

20 Cheffins Sutton Saleground, Ely,

Cambridgeshire 01223 213777; www.cheffins.co.uk

For more events or to add your own, go to www.classicandsportscar.com/diary

EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Adler 2½ Litre convertible	1939	f/repaint (o)	RM	£41,624
Adler Trump Junior roadster	1937	f/restn (s)	RM	£11,893
Alfa Romeo 2000 GTV	1975	exc/v.orig/lm	Silverstone	£21,010
Alfa Romeo Giulia 1600 Spider	1964	exc/restd (o)/repaint	Coys	£30,475
Alfa Romeo GT Junior 1600	1975	g/restn (s)	Silverstone	£6500
Allard M-type	1948	g/refurb (o)	Silverstone	£27,500
Alpine A110 1600 lhd	1976	g/restd (o)/mods	Coys	£35,600
Alvis Firefly dhc	1932	supb/restd	Brightwells	£29,150
Arnott-Lea Francis TC	1954	f/refurb (o)/recom	RM	£35,677
Aston Martin DB6	1967	supb/restd	H&H	£164,640
Aston Martin DB6 auto	1968	exc/restd (o)	Coys	£103,800
Aston Martin DB6 Vantage	1967	f/restn (s)	H&H	£128,800
Auburn 6-66 Touring lhd	1927	f/refurb (o)/recom	RM	£9514
Austin 1300	1969	vg/refurb (o)/recom	RM	£1308
Austin A50 Cambridge	1955	p/orig/restn (s)	RM	£119
Austin Mini 1000	1971	g/refurb/mods	Mathewsons	£1720
Austin Mini Cooper	1962	vg/restd/mods	Coys	£7475
Austin Mini Seven Deluxe	1960	vg/v.orig/vlm	Silverstone	£23,650
Austin Seven 2-seater tourer	1933	exc/restd (o)	Artcurial	£9875
Austin Seven Chummy-style pick-up	c1928	exc/restd	H&H	£13,440
Austin Seven Gordon England Cup	1929	vg/restd (o)	R Edmonds	£12,100
Austin Seven Nippy	1933	f/restn (s)	Silverstone	£11,220
Austin Seven Opal	1937	p/restn (m)/incomplete	Charterhouse	£2750
Austin Seven Opal	1938	vg/restd (o)/no MoT	Charterhouse	£7700
Austin Seven RN	1932	supb/restd/hi	Silverstone	£7700
Austin Seven Ulster Gould replica	1930	vg/restd/GRP body	HVA	£6655
Austin Ten Cambridge lhd	1936	p/refurb (o)/recom	RM	£595
Austin-Healey 3000 MkI	1960	g/restd	Coys	£21,000
Austin-Healey 3000 MkII	1964	exc/restd (o)	Silverstone	£41,250
Austin-Healey Sprite MkIII	1965	g/repaint/mods	SWVA	£3657
Bentley 4½-litre experimental PW saloon	1939	g/restd (o)/hi	H&H	£13,440
Bentley 4½-litre PW saloon	1936	f/restd (o)/repaint (o)	RM	£66,063
Bentley 4½-litre PW saloon	1939	exc/restd (o)	Coys	£47,000
Bentley 4½-litre Rip saloon	1937	f/restn (s)	Coys	£18,688
Bentley MKVI JY saloon	1949	f/repaint (o)/recom	RM	£10,703
Bentley S1 lhd	1957	exc/restd (o)/recom/mods	RM	£42,813
Bentley S1	1957	g/restd (o)	Coys	£8855
Bentley S1	1956	vg/refurb (o)	Artcurial	£46,452
Bentley S1 HJM	1956	exc/restd (o)	Coys	£45,000
Bentley S1 lhd	1958	exc/restd (o)	RM	£41,624
Bentley S3 lhd	1963	vg/restd (o)/recom	RM	£26,163
BMW 1800Ti racer	1965	exc/restd/mods	Silverstone	£22,000
BMW 3.0 CS	1973	exc/restd/ex-auto	Brightwells	£7700
BMW 326 lhd	1938	vg/restd (o)/recom	RM	£35,677
BMW 733i	1978	g/v.orig/fo	Brightwells	£2200
BMW Isotta 300	1960	vg/repaint (o)/recom	Coys	£10,350
BMW Z1	1991	exc/repaint/lm	Silverstone	£24,200
Bristol 401	1952	vg/restd (o)	Charterhouse	£13,839
Bugatti Type 40A CM 4-seater tourer	1931	g/restd (o)	RM	£202,172
Bugatti Type 57C Stelvio Gang dhc	1938	f/refurb (s)/recom	RM	£428,129
Cadillac 341 lhd	1928	g/restd (o)/recom	RM	£16,649
Cadillac 60 Special lhd	1959	g/refurb (o)/recom	RM	£8919
Cadillac DeVille lhd	1972	f/refurb (o)/recom	RM	£3568
Cadillac Eldorado Brougham lhd	1957	f/refurb (o)/recom	RM	£30,921
Cadillac Eldorado saloon lhd	1969	f/refurb (o)/recom	RM	£5351
Chevrolet Bel Air lhd	1958	g/restd (o)/recom	RM	£11,893
Chevrolet Confederate Coupe lhd	1932	f/refurb (o)/recom	RM	£11,893
Chevrolet Corvair lhd	1960	p/refurb (o)/recom	RM	£1189
Chevrolet Master lhd	1937	p/refurb (o)/recom	RM	£3211
Chevrolet National Four phaeton lhd	1928	f/refurb (o)/recom	RM	£9514
Chevrolet Styline Deluxe lhd	1949	vg/restd (o)/recom	RM	£16,649
Chrysler 3.2 Six lhd	1931	g/refurb (o)	Artcurial	£11,376
Chrysler 300G lhd	1961	supb/restd/hi	Barons	£20,350
Chrysler Royal lhd	1938	f/refurb (o)/recom	RM	£8325
Citroën 2CV6	1980	f/orig/restn (s)	SWVA	£750
Citroën SCV 2-seater convertible lhd	1925	g/restd (o)	Artcurial	£16,274
Citroën SCV Super Culsse lhd	1925	g/restd (o)	Artcurial	£20,777
Citroën 11 Traction Avant lhd	1938	f/refurb (o)/recom	RM	£15,460
Citroën 11B Traction Avant lhd	1952	supb/restd/lm	Artcurial	£31,600
Citroën 11C Traction Avant lhd	1955	vg/restd (o)	Artcurial	£19,750
Citroën C3 Cloverleaf 3-seater tourer lhd	1922	f/refurb (o)/recom	RM	£14,271
Citroën CX2400 Pallas lhd	1980	vg/repaint/hi	Artcurial	£15,800
Citroën CX Reflex lhd	1981	exc/v.orig/lm	Artcurial	£11,850
Citroën-Kégresse half-track lhd	c1926	f/restd (o)/recom	RM	£24,974
Daimler Double Six	1977	g/repaint (o)/recom	RM	£11,893
Daimler Sovereign 420	1968	exc/restd/hi/lm	Silverstone	£22,660
Daimler SP250	1961	exc/v.orig/lm/fo	H&H	£50,400
Daimler SP250	1962	vg/restd/fo	Coys	£16,500
De Dion-Bouton 4-seater tourer	1909	g/restd (o)/recom	RM	£50,543
De Dion-Bouton saloon	1922	f/refurb (o)/recom	RM	£9583
Delage D6/70	1937	f/repaint (o)/recom	RM	£30,453
Delahaye T135M Ant cabriolet	1947	f/restd (o)/recom	RM	£101,086
Delaunay-Belleville 4-seater tourer	1909	vg/restd (o)/recom	RM	£172,441
Delaunay-Belleville torpedo-tourer lhd	1924	g/restd (o)/recom	RM	£38,651
Dodge 4x4 Command Car lhd	1942	exc/restd (o)	Artcurial	£44,777
Dodge Dart GT lhd	1964	vg/repaint	Artcurial	£8927
Elva Courier	1960	f/restd	Coys	£10,925
Ferrari 250GTE lhd	1963	f/refurb (o)/restn (s)	RM	£154,602
Ferrari 328GTS	1989	exc/refurb/sh/lm/hi	Barons	£34,100
Ferrari 330GT S2 lhd	1966	exc/restd	Coys	£96,100
Ferrari 512BB	1978	exc/repaint/orig int	Silverstone	£74,800
Ferrari Mondial convertible lhd	1986	vg/repaint	Silverstone	£16,770
Ferrari Testarossa lhd	1985	supb/v.orig/lm/hi	RM	£41,624
Ferrari Testarossa lhd	1987	exc/stored/recom/sh	Coys	£31,000
Fiat 500 lhd	1969	g/repaint (o)	Brightwells	£3630
Fiat 1000 cabriolet lhd	1934	p/refurb (o)/recom	RM	£5350
Fiat 1100/103 saloon lhd	1955	exc/restd	Coys	£8050
Ford 18 Tudor saloon lhd	1932	vg/restd (o)/recom	RM	£15,248



Rally-prepared Alpine A110 had been treated to an engine rebuild and made £35,600, Coys



Austin Seven Ulster replica, £6655, HVA



Low-mileage Z1, £24,200 at Silverstone



Restored Bristol, £13,839, Charterhouse



H&H sold Dart for an incredible £50,400



Silverstone's superb 512BB hit £74,800



Tidy 1929 Model A Fordor, £13,082, RM

Ford Model A convertible lhd	1930	g/refurb (o)/recom	RM	£11,893
Ford Model A Fordor lhd	1929	vg/restd (o)/recom	RM	£13,082
Ford Model A Fordor lhd	1930	vg/repaint (o)/recom	RM	£15,460
Ford Model A Fordor Deluxe	1931	f/refurb (o)/recom	RM	£4757
Ford Model A Roadster lhd	1930	vg/restd (o)	Artcurial	£49,454
Ford Model A Standard Phaeton	1930	f/restd (o)/recom	RM	£21,407
Ford Model A Standard Roadster lhd	1930	g/refurb (o)	RM	£17,839
Ford Model A Tudor lhd	1928	g/repaint (o)/recom	RM	£7135
Ford Model T 4-seater tourer lhd	1909	g/restd (o)/recom	RM	£32,704
Ford Model T 4-seater tourer lhd	1924	g/restd (o)	Artcurial	£19,750
Ford Model T 4-seater tourer lhd	1926	f/restd (o)/recom	RM	£9514
Ford Model T centre-door saloon lhd	1923	g/refurb (o)/recom	RM	£10,703
Ford Model Y	1932	g/refurb (o)/recom	RM	£4757
Ford Model Y	1937	supb/restd	Brightwells	£6490
Ford Prefect	1937	f/refurb (o)/recom	RM	£1665
Ford Consul Cortina 1200	1964	vg/refurb/fo	Coys	£1380
Ford Cortina 2000XL MkIII estate	1976	exc/restd/lm	Brightwells	£2970
Ford Cortina GT	1966	vg/restd	Mathewsons	£8063
Ford Thunderbird 390 lhd	1965	exc/v.orig/fo	Barons	£13,475
Hillman Minx	1935	vg/restd (o)	Charterhouse	£6820
Hispano-Suiza HS26 3-position dhc	1932	f/restd (o)/recom	RM	£285,419
Horch 8-305 4-seater tourer lhd	1928	vg/restd (o)/recom	RM	£71,353
Jaguar 420 man	1967	vg/restd (o)	Mathewsons	£8063
Jaguar 420 man	1967	g/repaint	Barons	£2150
Jaguar E-type S1 roadster	1961	vg/restd	H&H	£35,280
Jaguar E-type S1 3.8 roadster	1962	supb/restd	Coys	£75,200
Jaguar E-type S1 3.8 semi-light roadster	1969	supb/restd	Coys	£130,000
Jaguar E-type S1 ½ roadster lhd	1967	vg/restd (o)/recom	RM	£38,058

ONLINE BANKRUPTCY AUCTION

19th – 24th of October

FERRARI COLLECTION 'EUROCOMMERCE BELEGGINGEN B.V.' – NL



"FERRARI 275 GTB 1965"
S/N 07463
20.828 km



"FERRARI 365 GTB4 DAYTONA 1972" S/N 16365
52.280 km



"FERRARI F40 1990"
S/N 84760
12.037 km



"FERRARI F355 BERLINETTA 1996" S/N 104960
7.127 km



"FERRARI MONDIAL T 1994"
S/N 84388
2.663 km



"FERRARI 328 GTS 1986"
S/N 60761
70.707 km



"FERRARI TESTAROSSA 1990"
S/N 84515
17.481 km



"FERRARI 348 TS 1992"
S/N 93789
7.560 km



"FERRARI 456 GT 1994"
S/N 99013
7.270 km



"FERRARI 308 GTB QUATTRO-VALVOLE 1985" S/N 55973
70.707 km



"FERRARI 328 GTS 1986"
S/N 66449
44.730 km



"FORD THUNDERBIRD 1957"
S/N 336965
72.135 mls

VIEWING DAYS: Friday 19 and Saturday 20 of October 2012 from 10:00 hours to 16:00 hours (or by prior appointment)

ADDRESS: Nijkerkerstraat 25 a, 3821 CD Amersfoort (The Netherlands)

EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Jaguar E-type S1 4.2 fhc	1967	f/p.restd/inc	Barons	£9350
Jaguar E-type S2 roadster	1969	exc/restd(o)	Coys	£41,430
Jaguar E-type S2 roadster	1969	vg/restd	Coys	£32,200
Jaguar E-type S3 fhc	1971	f/refurb(o)/orig int/fo	H&H	£11,312
Jaguar E-type S3 fhc auto+Webasto	1971	exc/restd	Silverstone	£29,150
Jaguar E-type S3 roadster	1975	exc/restd(o)	Barons	£35,200
Jaguar E-type S3 roadster lhd	1972	vg/restd(o)/recom	RM	£33,299
Jaguar Mk2 2.4	1966	vg/restd(o)	Brightwells	£9460
Jaguar MkIV 1 1/2-litre	1946	vg/restd/fo	Coys	£20,700
Jaguar MkIV 3 1/2-litre dhc	1948	subp/restd	H&H	£80,640
Jaguar MkVIII lhd	1958	exc/restd(o)/lm	RM	£27,353
Jaguar SS Tourer	1936	exc/restd(o)	Coys	£96,000
Jaguar SS1 coupé	1937	vg/restd(o)/repaint	RM	£53,516
Jaguar SS100 2 1/2-litre	1937	vg/restd(o)	Coys	£174,200
Jaguar XJ6 S1	1969	subp/restd/lm/gh	Silverstone	£24,200
Jaguar XJ12 S2	1977	exc/v.orig/fsh/fo	Coys	£7475
Jaguar XJ12C	1977	subp/restd/hi	Silverstone	£32,450
Jaguar XJC	1975	exc/repaint/orig int/fo	Silverstone	£9350
Jaguar XK120 roadster	1952	f/refurb(o)/restn(s)	RM	£34,974
Jaguar XK120 roadster	1953	exc/restd(o)	Coys	£49,000
Jaguar XK140 fhc+Webasto	1956	exc/restd/hi	Coys	£66,400
Jaguar XK140SE fhc	1955	vg/restd(o)/mods	H&H	£38,640
Jaguar XK150 dhc	1959	exc/restd	Coys	£57,600
Jaguar XK150 dhc lhd	1958	g/restd(o)	RM	£29,770
Jaguar XK150 dhc auto lhd	1959	g/restd(o)/recom	RM	£47,540
Jaguar XK150 3.4 dhc	1959	vg/restd(o)	Silverstone	£66,550
Jaguar XK150 3.8 dhc	1957	exc/restd(o)/ex-lhd	Silverstone	£62,810
Jaguar XK150SE fhc	1958	exc/restd(o)/mods	Coys	£35,600
Jaguar XK150SE 3.4 fhc	1959	f/p.restd	H&H	£9632
Jensen Interceptor III convertible lhd	1975	exc/restd	Coys	£41,100
Lagonda 2.6-litre dhc	1952	g/restd(o)/retrim	Coys	£36,000
Lagonda 3-litre ST4	1932	p/restdn(s)/gh/fo	Brightwells	£34,100
Lamborghini Espada	1973	g/p.restd	Silverstone	£27,500
Lamborghini Jalpa lhd	1985	exc/restd	Silverstone	£23,100
Lancia Flavia Vignale convertible	1967	exc/restd(o)/repaint	H&H	£16,800
Lancia Fulvia 1.3S lhd	1972	vg/repaint(o)	Artcurial	£13,825
Lancia Fulvia 1.3S Zagato lhd	1970	vg/restd(o)	Silverstone	£12,870
Land-Rover SI SWB	1952	f/refurb(o)/recom	RM	£3185
Land-Rover SII SWB+hdtp	1959	f/restd(o)	Charterhouse	£2200
Land-Rover SIIA SWB+hdtp	1966	f/refurb(o)	Brightwells	£1155
Land-Rover SIII lhd+hdtp	c.1975	f/refurb(o)/recom	RM	£2854
Land-Rover SIII 88	1975	f/restdn(s)	SWVA	£1150
Land-Rover SIII 88+hdtp	1979	f/refurb/sh	SWVA	£600
Lea Francis 14hp 2-seater sports	1952	vg/restd/ex-saloon	Brightwells	£14,520
Lea Francis 14hp saloon	1951	p/restdn(s)	Brightwells	£880
Lincoln Continental convertible lhd	1955	g/restd(o)/recom	RM	£8325
Lotus Elan +2S 130	1971	vg/restd(o)/new chassis	SWVA	£7632
Lotus Elan Sprint	1970	g/repaint/ex-fhc	Coys	£23,600
Lotus Elan Sprint	1971	vg/restd(o)/new chassis	Brightwells	£22,880
Maserati Merak SS lhd	1981	exc/restd(o)/recom	Silverstone	£22,330
Maybach Zeppelin D58 roadster	1938	vg/restd(o)/replica body	RM	£1,083,215
Mercedes-Benz 230SL+hdtp	1965	vg/restd(o)	Charterhouse	£18,700
Mercedes-Benz 250SE lhd	1967	exc/restd	Coys	£37,000
Mercedes-Benz 280SL+hdtp	1968	g/v.orig	Coys	£25,875
Mercedes-Benz 280SLC	1981	vg/repaint/sh	SWVA	£3710
Mercedes-Benz 500K Spezial Roadster rep	1934	vg/restd(o)/recom	RM	£237,849
Mercedes-Benz 500K Wind roadster	1935	exc/restd/fo	Coys	£321,000
Mercedes-Benz 500SEC	1985	g/restdn(s)/sh	Brightwells	£2090
Mercedes-Benz 500SEC AMG lhd	1983	subp/hi	Artcurial	£92,904
Mercedes-Benz 600	1967	g/restd(o)/recom	RM	£17,839
Mercedes-Benz SSK replica	c.1927	g/restd(o)/recom	RM	£154,602
MGA	1957	vg/restd(o)/1798cc	Coys	£18,975
MGA	1958	exc/restd(o)/5-speed	Coys	£29,900
MGA	1960	exc/restd	Brightwells	£12,870
MGB	1977	g/restd(o)/mods	Brightwells	£2420
MGB	1978	exc/restd	Charterhouse	£3850
MGB GT	1967	exc/restd(o)/gh	Brightwells	£4730
MGB GT	1970	subp/restd	Brightwells	£5500
MGB GT	1972	exc/restd(o)/fo	Barons	£5500
MGB GT	1974	g/restd(o)/gh	Charterhouse	£2090
MGB GT	1975	g/orig	SWVA	£1643
MGB GT	1978	g/restd	Mathewsons	£1720
MGB GT	1978	f/repaint(o)/restn(s)	SWVA	£625
MGB GT+Webasto	1968	vg/restd(o)	Brightwells	£2200
MGB GT+Webasto	1980	vg/restd/mods	SWVA	£2067
MGB GT V8	1973	vg/restd(o)/recom	Barons	£9460
MGB GT V8	1974	vg/orig	Silverstone	£8030
MGB GT V8+Webasto	1975	vg/v.orig/refurb	Barons	£7920
MGC	1968	subp/restd/hi	Brightwells	£18,260
MG Midget	1966	g/restd(o)	Barons	£1925
MG Midget	1970	vg/restd(o)	Brightwells	£3850
MG Midget	1974	exc/restd	Barons	£4620
MG Midget	1978	g/ex-storage/recom/sh	Brightwells	£1540
MG Midget+hdtp	1971	exc/restd(o)	Coys	£5750
MG TA	1938	vg/restd(o)/recom	RM	£26,758
MG TC	1949	f/orig/restn(s)	Coys	£12,650
MG TF	1954	vg/restd(o)	Coys	£17,250
Mini 1275GT racer	1977	vg/refurb/mods	Silverstone	£3300
Morris 10/4 lhd	1934	p/refurb(s)	RM	£2369
Morris 1800 Monaco lhd	1966	exc/orig/recom	RM	£4757
Morris Cowley 2-seater tourer	1919	f/p.restd	HVA	£5500
Morris Mini	1959	exc/restd(o)/hi	Brightwells	£10,450
Morris Mini Cooper	1965	subp/restd	Coys	£20,125
Morris Mini Cooper 970 'S'	1964	vg/restd(o)	Coys	£20,000
Morris Mini Cooper 970 'S'	1965	exc/restd/999cc/fo	Brightwells	£15,400
Morris Minor 1000	1969	exc/restd/fo	Brightwells	£3960
Morris Oxford	1966	exc/restd/lm	SWVA	£3816
Morris Oxford 2-seater tourer	1923	vg/restd(o)/hi	HVA	£10,750



E-type may have been an S3 auto, but it was immaculate and made £29,150 at Silverstone



Prince Rainier's Fulvia, £13,825, Artcurial



MGA with five-speed 'box', £29,900, Coys



Restored '78 MGB, £3850 at Charterhouse



SWVA got £3816 for lovely Morris Oxford



Rare NSU Sport Prinz, £19,750, Artcurial



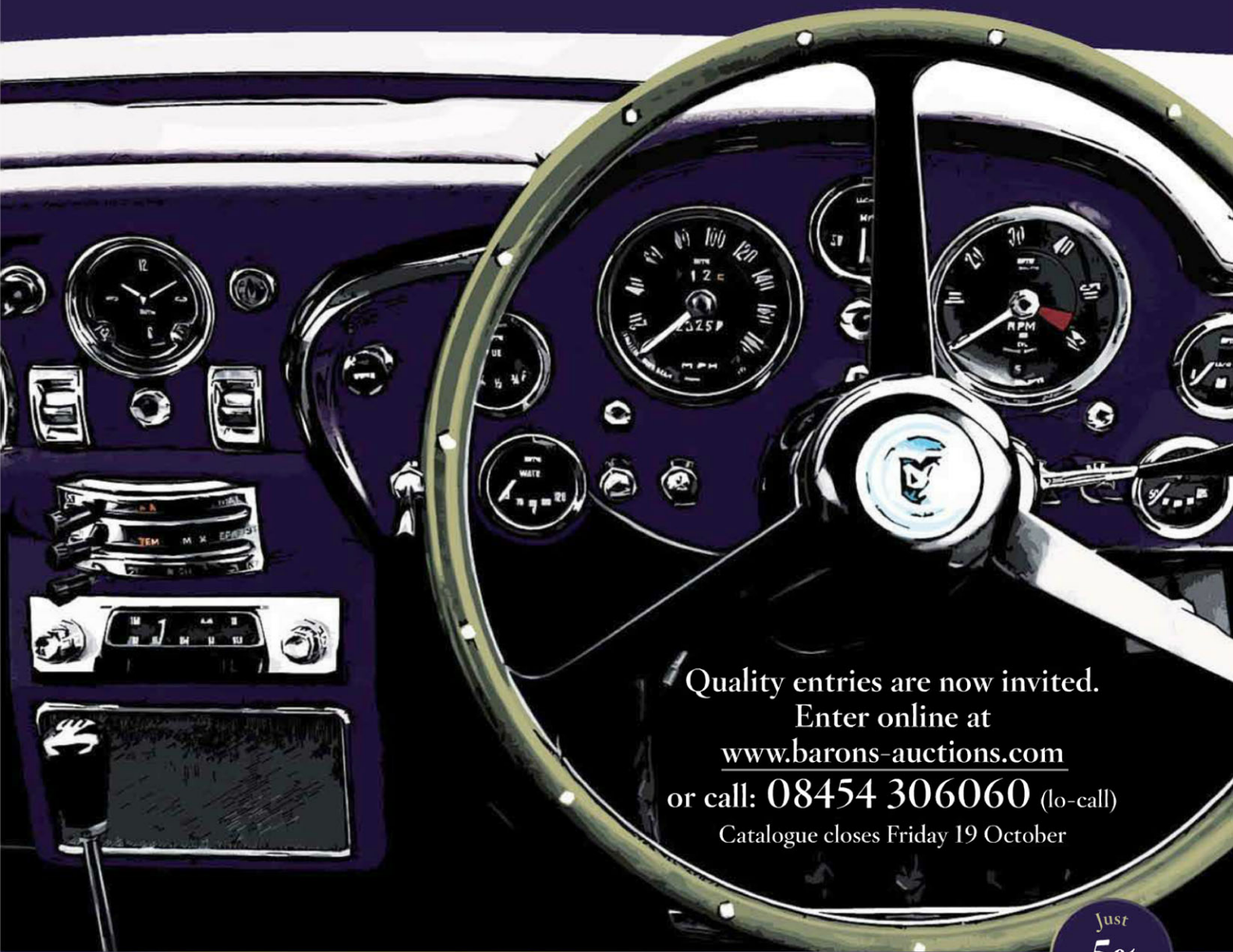
Porsche was a US import, £20,000, Coys

Morris Oxford MO	1953	vg/v.orig/fo	Brightwells	£2970
Nash Metropolitan lhd	1957	vg/restd(o)/recom	RM	£7730
NSU Prinz	1971	exc/restd/lm/fo	SWVA	£2915
NSU Spider lhd	1965	f/restd(o)	RM	£35,677
NSU Sport Prinz lhd	1968	vg/refurb/orig int	Artcurial	£19,750
Opel 4/20 PS lhd	1929	f/refurb(o)	RM	£11,893
Opel OL38 Olympia lhd	1939	p/refurb(o)/recom	RM	£2379
Packard 2-38 lhd 7-passenger tourer	1914	vg/restd(o)	RM	£65,404
Packard Caribbean convertible lhd	1956	vg/restd(o)/recom	RM	£26,258
Packard Custom Eight	1928	f/repaint(o)/recom	RM	£25,677
Packard Eight 1101 Coupe	1934	f/p.restd(o)/restn	RM	£9514
Packard Eight 1601 Club Coupe lhd	1938	f/repaint(o)/recom	RM	£11,893
Panhard CS 6-window saloon	1936	f/refurb(o)/recom	RM	£7175
Panhard et Levassor X19 roadster	1913	vg/restd(o)	Artcurial	£64,227
Panhard et Levassor X47 Weym saloon	1924	exc/restd	Artcurial	£21,725
Peugeot 172 2-seater torpedo-tourer lhd	1924	exc/restd(o)	Artcurial	£11,850
Peugeot 201 lhd	1931	subp/restd	Artcurial	£20,777
Peugeot 203C lhd	1958	vg/repaint/403 engine	Artcurial	£9875
Peugeot 304S convertible	1973	g/refurb(o)/fo	Brightwells	£2200
Pierce-Arrow 33 roadster lhd	1922	g/restd(o)/recom	RM	£35,677
Plymouth 3.2 dhc lhd	1931	vg/restd(o)	Artcurial	£21,725
Plymouth PC lhd	1933	f/refurb(o)/recom	RM	£8325
Plymouth PE lhd	1934	f/repaint(o)/recom	RM	£17,839
Pontiac Six lhd	1938	p/refurb(o)/recom	RM	£7135
Pontiac Six 3.2 lhd	1926	vg/restd(o)	Brightwells	£5720
Porsche 356B lhd	1963	vg/restd(o)	Coys	£20,000
Porsche 356B convertible lhd	1962	vg/restd(o)	Coys	£52,000
Porsche 356C lhd	1964	vg/restd(o)/recom	RM	£35,677

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AUCTION RESULTS

EUROPEAN RESULTS

CAR	YEAR	COND	SALE	PRICE
Porsche 911RS 3.5 racer	1982	f/refurb(o)	Silverstone	£18,000
Porsche 911E lhd	1972	exc/restd	Coys	£23,575
Porsche 911E targa lhd	1971	exc/restd/engine rebuilt	Silverstone	£23,320
Porsche 911L 2.0	1968	exc/repaint/sh	Silverstone	£27,500
Porsche 911SC	1983	vg/refurb/sh	Barons	£7810
Porsche 911T	1970	vg/restd	Silverstone	£21,120
Porsche 924S	1985	g/repaint	SWVA	£1075
Porsche 928S lhd	1982	vg/v.orig	Artcurial	£31,600
Range Rover	1981	g/refurb(o)/hi	Charterhouse	£9350
Renault 4CV saloon lhd	1954	g/refurb(o)/recom	RM	£8325
Renault 10CV 4-seater tourer lhd	1915	g/p.restd/recom	RM	£47,570
Renault 10CV limousine	1903	vg/restd(o)/recom	RM	£142,710
Renault KZ 4-seater torpedo-tourer	1926	vg/restd(o)	Artcurial	£25,675
Renault NM 40CV Kell lhd	1925	f/restd(o)/recom	RM	£178,387
Renault NM 4-seater torpedo-tourer	1927	g/restd(o)/recom	Artcurial	£15,326
Riley 12/4 special	1935	exc/restd(o)/recom	RM	£65,409
Riley RMC 2 1/2-litre roadster	1949	f/restd(o)/recom	H&H	£16,240
Riley RME 1 1/2-litre	1954	f/refurb(o)/recom	Mathewsons	£2903
Riley Elf MkIII	1969	vg/recom/oo/hi	Barons	£2750
Rolls-Royce 20/25 T&M 6-light saloon	1936	exc/restd(o)	R Edmonds	£20,000
Rolls-Royce 20/25 Wind-style dhc	1934	exc/restd	Coys	£40,000
Rolls-Royce Carmargue	1982	supb/orig/vlm/oo	Coys	£45,500
Rolls-Royce Phantom II Bkr SdV	1929	vg/restd(o)/recom	RM	£80,274
Rolls-Royce Phantom II T&M SdV	1933	g/restd(o)/recom	RM	£59,463
Rolls-Royce Phantom III Bkr limousine	1937	g/restd(o)/recom	RM	£35,677
Rolls-Royce Silver Cloud III Mull	1964	supb/restd(o)	Coys	£176,400
Rolls-Royce Silver Ghost tourer	1911	g/restd(o)/recom	RM	£558,946
Rolls-Royce Silver Shadow II lhd	1977	exc/repaint	RM	£15,460
Rolls-Royce Silver Shadow II lhd	1978	f/orig/recom	RM	£5946
Rolls-Royce Silver Spirit	1985	vg/v.orig	Mathewsons	£5375
Rover 95 lhd	1964	exc/restd(o)/recom	RM	£4163
Rover P5	1967	vg/repaint/recom	RM	£4757
Rover P5B lhd	1967	vg/restd(o)/recom	RM	£7730
Rover P6 2000	1969	g/refurb(o)/gn	Charterhouse	£1020
Saab 96 V4 lhd	1968	f/refurb(o)/recom	RM	£1784
Siata Spring roadster lhd	1969	vg/restd(o)/repaint	Artcurial	£19,750
Simca 5CV Topolino lhd	1939	exc/restd	Artcurial	£25,675
Simca 8 lhd	1949	vg/restd	Artcurial	£14,852
Singer Le Mans	1936	g/restd(o)	R Edmonds	£26,400
Singer Gazelle S1 convertible	1957	f/p.restd	Charterhouse	£860
Standard Nine	1935	f/ex-storage/recom/fo	Charterhouse	£2640
Standard Vanguard	1954	g/restd(o)/hi	Mathewsons	£3763
Sunbeam Alpine	1964	exc/restd(o)	Brightwells	£6050
Sunbeam Alpine	1967	vg/restd	SWVA	£4876
Sunbeam Rapier Sill convertible	1962	f/p.restd	Charterhouse	£800
Sunbeam Rapier SIV	1965	vg/restd/fo	Brightwells	£3410
Sunbeam-Talbot 90	1952	f/refurb(o)/restn(s)	Charterhouse	£700
Talbot DS 4-seater tourer	1924	f/repaint(o)/recom	RM	£22,593
Triumph GT6	1973	exc/restd	SWVA	£4903
Triumph Mayflower	1952	p/refurb(o)/recom	RM	£2378
Triumph Spitfire+hdtp	1981	vg/v.orig/lm	Barons	£5500
Triumph TR4A	1966	exc/restd/non-std int	Charterhouse	£15,400
Triumph TR6	1973	exc/restd/ex-lhd	Mathewsons	£14,781
Triumph TR6	1974	vg/restd(o)	SWVA	£5280
Triumph TR7	1982	vg/refurb/sh/fo/mods	SWVA	£2438
TVR Tuscan	1967	supb/restd	Silverstone	£34,650
Vanden Plas Princess MkII lhd	1963	p/refurb(o)/recom	RM	£1070
Vauxhall Wyvern	1956	vg/restd(o)/fo	Mathewsons	£4461
Vauxhall Wyvern EIX	1954	vg/restd(o)/incl spares	Charterhouse	£7700
Vauxhall Viva	1976	g/v.orig	Mathewsons	£1290
Volkswagen Beetle convertible lhd	1961	vg/restd(o)	RM	£14,271
Volkswagen Beetle 1200	1972	vg/v.orig/oo	Mathewsons	£2580
Volkswagen Beetle 1200	1973	f/refurb(o)/ex-total loss	SWVA	£825
Volkswagen Beetle 1600 lhd	1976	vg/v.orig/lm	Artcurial	£17,775
Volkswagen Karmann-Ghia	1972	exc/restd/hi	Coys	£11,500
Wartburg lhd	1961	f/refurb(o)/recom	RM	£713
Wolsley 6/110 lhd	1964	f/repaint(o)/recom	RM	£3570
Wolsley 18/85	1946	p/refurb(o)/restn(s)	RM	£1665

USA HIGHLIGHTS

CAR	YEAR	SALE	PRICE
Buick Super station wagon	1947	RM	£40,480
Cadillac 355-A convertible coupe	1931	RM	£105,601
Cadillac V8 'Al Capone' Town Sedan	1928	RM	£218,240
Cadillac V16 Town Sedan	1936	RM	£158,400
Chrysler CG Imperial close-coupled saloon	1931	RM	£65,120
Detroit Electric 46 cape-top roadster	1914	RM	£63,360
Dodge Westchester Suburban	1937	RM	£56,320
Duesenberg SJ Convertible Victoria	1930	RM	£612,480
Hudson Commodore Eight station wagon	1948	RM	£102,080
Jaguar XK140 roadster	1957	RM	£47,520
LaSalle convertible coupe	1929	RM	£29,920
Lincoln KB coupe	1932	RM	£98,560
Packard 745 Deluxe Eight Convertible Victoria	1930	RM	£176,000
Packard Caribbean convertible	1955	RM	£26,400
Packard Eight saloon	1948	RM	£33,088
Packard Twelve club saloon	1933	RM	£70,400
Packard Twelve close-coupled limousine	1935	RM	£35,904
Packard Twelve convertible coupe	1933	RM	£246,400
Packard Twelve coupe-roadster	1937	RM	£225,280
Pierce-Arrow 54 Club Brougham	1932	RM	£36,600
Pierce-Arrow Twelve saloon	1934	RM	£25,344

Only cars believed sold are listed. Prices include buyer's premium, but not the VAT payable on it



Renault 10CV tourer was the subject of an older restoration and made £47,570 at RM



Riley for recommissioning, £16,240, H&H



Elegant '29 Rolls Phantom II, £80,274, RM



Cute Simca 8 raised £14,852 at Artcurial



Richard Edmonds' Singer Le Mans, £26,400



Refurbished Triumph TR7, £2438, SWVA



Charterhouse's tidy Wyvern sold for £7700

SALE RATES AND STATISTICS

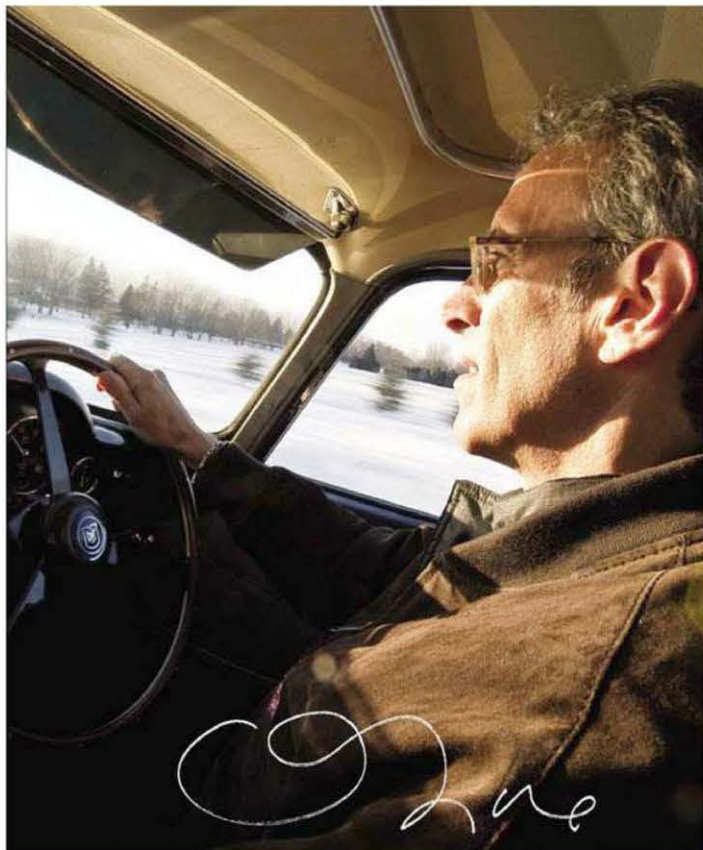
Coys, Blenheim, Oxon, 14 July: 15% buyer's premium, 81 cars sold from 122 offered – 66% sale rate, £2.88m sale total; Charterhouse, Sherborne, Dorset, 15 July: 10%, 23/53 – 43%, £135,227; Barons, Sandown Park, Surrey, 17 July: 10%, 24/39 – 62%, £227,660; Brightwells, Leominster, 18 July: 10%, 44/72 – 61%, £344,300; Silverstone, Silverstone Classic, Northants, 21 July: 10%, 51/90 – 57%, £1.27m; HVA, How Caple, Herefordshire, 25 July: 10%, 11/15 – 73%, £48,325; Artcurial, Prince Albert Reserve Collection, Monaco, 26 July: 21%, 38/38 – 100%, £930,594; SWVA, Parkstone, Dorset, 27 July: 6%, 37/48 – 77%, £75,546; RM, St John, Michigan, USA, 28 July: 10%, 61/74 – 82%, £4.37m; Richard Edmonds, Toddington, Glos, 4 August: 10%, 4/8 – 50%, £76,650; H&H, Donnington Priory, Berks, 8 August: 12%, 14/41 – 34%, £599,440; Mathewsons, Thornton-le-Dale, Yorks, 11 August: 7.5%, 20/59 – 34%, £77,498; RM, Aaholm Collection, Denmark, 12 August: 12%, 181/181 – 100%, £8.21m

GUIDE KEY

f – fair; g – good; vg – very good; exc – excellent; subp – superb; conc – concours; sh – service history; fsh – full service history; ghist – good history file; hi – historically interesting; orig – original; v orig – very original; norig – not original; lm – low mileage; vlm – very low mileage; del miles – delivery miles; oo – one owner; fo – few owners; p – poor; refurb – refurbished; restd – restored; restd (o) – older restoration; rest (s/m) – straightforward/major restoration; prestd – partially restored; compl – complete; recom – needs recommissioning; inc – incomplete; to – taxes owing; not reg – not UK registered

COACHBUILDERS KEY

Ant – Antern; Bkr – Barker; CM – Carrosseries Moderne; Gang – Gangloff; HJM – HJ Mulliner; Hpr – Hooper; JY – James Young; Kell – Kellner; Mull – Mulliner; PF – Pininfarina; Pilk – Pilkington; PW – Park Ward; Rip – Rippon; Roth – Rothschild; T&M – Thrupp and Maberly; M-G – Million-Guiet; Tick – Tickford; Weym – Weymann; Wind – Windovers; Zag – Zagato



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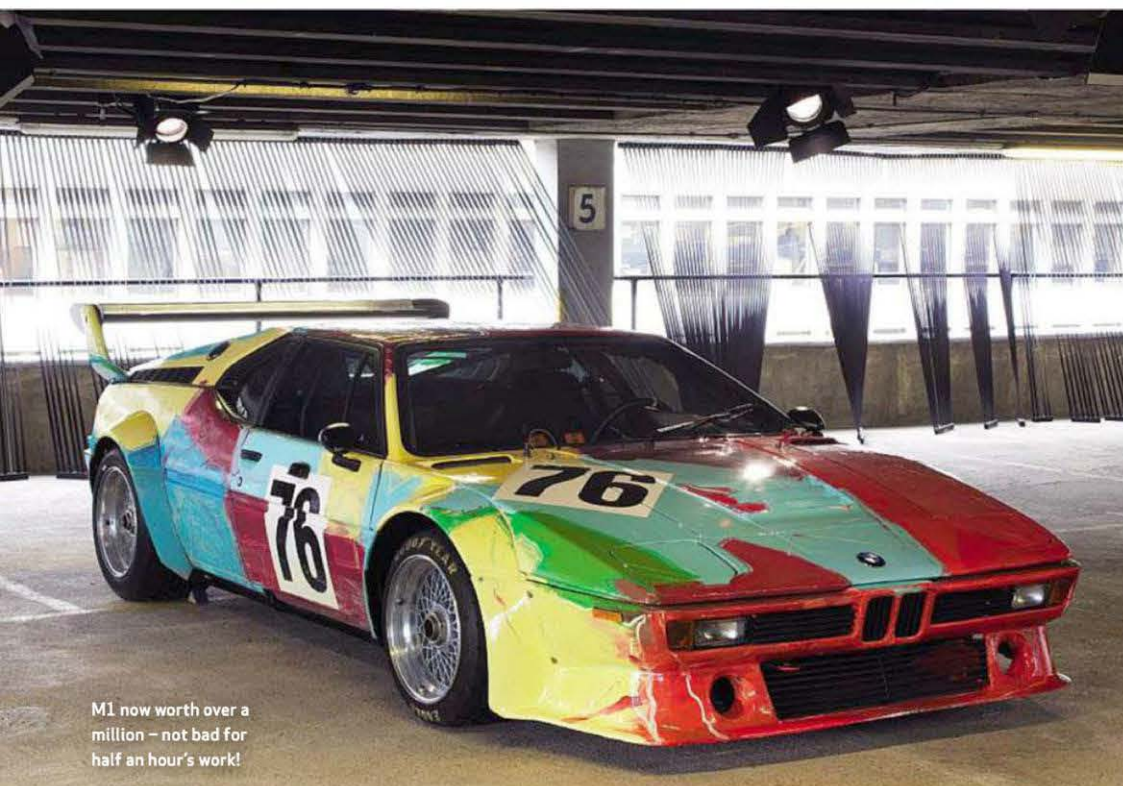
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LOVELY PAINTWORK, BUT IS IT ART?



M1 now worth over a million – not bad for half an hour's work!



Warhol flew to Munich to paint the racer...



...which was subsequently sixth at Le Mans



Hunt's rare manual 3.3 painted by Brown

BMW Classic's display of Art Cars in a Shoreditch multi-storey got us wondering: do the daubings of a world-renowned artist make a historic car even more valuable?

And where better to start than at the top, with the fourth Art Car, the 1979 BMW M1 painted by Andy Warhol and described by its maker as: 'Probably the most valuable BMW of all time.' That's some claim, particularly beside the likes of the 328 Mille Miglia coupé.

But the car itself is a pretty good start: a 470bhp racer that came sixth at Le Mans, and a model for

which the going rate is around half a million Euros. Add in the kind of provenance that made Warhol's *Green Car Crash* – *Green Burning Car 1* sell for \$72m and surely you have a winner. Yet to garner the really big bucks, it's going to have to appeal to art buyers as well as car nuts, and that's far from certain.

"My gut feeling is that Warhol collectors want a large-scale canvas because they are the iconic pieces," warns Gareth Williams, contemporary art specialist at Bonhams. "Because it's a car, the buyer will need to have the space to house it.

But that is balanced by the fact that it is a unique 'statement' piece."

Classic market expert Simon Kidston agrees: "My guess would be three or four times the price of the Munich paint. You'd have to persuade the art world that it's art on metal, not a customised car, and a car collector would be buying an M1 first and a Warhol second."

One thing that must be in the M1's favour is that it was painted by the artist's own hand. Not so, says Williams: "A Warhol is a Warhol, just like a Hurst is a Hurst – it has no effect on value if it is done by the

studio. The only way to really know is to put it on the market." And that isn't going to happen, because BMW doesn't sell its treasures.

What if you want an Art Car and aren't much good with a paintbrush? Start pestering Range Rover expert Graeme Hunt, owner of a unique, unofficial BMW 3.3Li painted by artist Dexter Brown for the 1994 Geneva Auto Story show. It's part of his private collection, and not for sale, so to prise it from his grasp you'll have to offer at least the price of a Brown commission – which is anything up to £80,000.

Pass the balsa cement...

Following the sad passing of three heroes of the 1959 Le Mans-winning Aston Martin team – drivers Carroll Shelby and Roy Salvadori, along with chief engineer Ted Cutting – Aston Martin replica specialist Evanta Motor Company (www.evanta.co.uk) has produced a unique tribute: an amazing, 1:1-scale AirFix-style model of their victorious DBR1.

"We wanted to honour these three great men and such a beautiful and iconic car," said Evanta MD Ant Anstead of the handmade one-off. "What could be more fun and fitting than every boy's dream toy?" Built in the traditional AirFix style, with the components taken from a glassfibre DBR1 replica shell, the frame is finished in the correct satin grey and can be split into two for transportation. Once assembled it measures 6.35x3.40m, and the huge piece is now looking for a suitably large home – along with an Aston Martin cap, signed by Salvadori and Shelby. The AirFix DBR1 will be on show at the Goodwood Revival Car Show, before being sold at the event's Bonhams auction (guide price £25,000); see www.bonhams.com



Evanta's Ant Anstead and Chris Banks with 1:1 AirFix kit



Hall with Cooper 'S', sold for £23k

New firm sells fast

Newcomer Attington Classics (01844 218491; www.attingtonclassics.co.uk) made its first sale even before getting its website live. Fronted by former journalist Ed Hall, partnered by Richard Percival and Frank Jarvey, the company occupies a warehouse in Thame, Oxon. Hall has a leaning towards American cars, and his daily driver is a '68 Chrysler 300, but his first sale was on a rather smaller scale: a mint Mini Cooper 1071 'S', which changed hands for £23,000. The firm owns all of its stock, which currently includes TRs 4 and 5, Porsche 356, Ferrari Testarossa, a 9000-mile VW Karmann-Ghia and a Mercedes W124 cabrio.

Big money for moderns

Demand – and values – for low-mileage Youngtimers shows no sign of abating, as the price gap between average cars and the best continues to widen. A perfect example is the stunning – and rare – 1988 BMW E30 M3 Evo II that Barney Halse of Classic Heroes (01825 830227; www.classicheroes.co.uk) has up for grabs. Just 501 examples of the 220bhp homologation special were made, and this Misano Red car has covered a mere 10,625 miles from new in the hands of five fastidious keepers. The price for such little-used exclusivity? £59,000.



Evo II has thinner glass and more power...



Late XK8 boasts high spec with 20in rims

Meanwhile, Jaguar specialist Robert Hughes (01932 858381; www.roberthughes.co.uk) has a youthful modern classic featuring museum-piece mileage. "The original Jaguar XK8 is the closest thing in looks to a modern E-type and good ones are thinning out," explains Hughes. "Although the car I have is a 'young wine' – 2005 – it would be the one to 'lay down' because it has covered only 2000 miles from new!" You'll have to pay for such a fresh example, however: the super high-spec 4.2-litre coupé is on offer for £19,995.



...with distinctive check cloth interior trim



Jaguar's cabin is in showroom-fresh fettle



ABINGDON'S NEW FRONTIER

MG guru Frontline Developments (01235 832632; www.frontline-developments.com), maker of the LE50 featured last month, has announced a new Australian distributor for its range of parts and upgrades. Modern Classic Cars (0061 02 9774 2196) will also be offering an installation service in its Sydney workshops.



RALLY MAN BRANCHES OUT

Having long helped clients to sell their cars, Simon Ayris of Rally Preparation Services (01993 358009; www.rpsrally.com) has added a rally-car brokerage arm to the business. Cars in when we visited to see his MG Midget (p229) included a fabulous Fintail Mercedes (above), on offer for around the £30,000 mark.

Price watch Lancia Beta

For a time, Lancia Betas were hard to give away. Jokes were plentiful, as was corrosion. A recent price boom, however, suggests that the comedy is long forgotten. People are now willing to pay as much as £4000 for a tidy saloon, with values boosted by the car's excellence and rarity.

Andy Collins, chairman of the Lancia Motor Club, has worked hard to promote the abilities of the Beta: "People are realising what a stormingly good car it is. The Beta is surprisingly capable and the 2-litre is quick enough to see off some modern cars." The trend for high prices isn't across the board, though. The smaller 1300 engine is less popular, and condition

'Tatty cars are still worth buttons, but as prices of the good cars rise, people are prepared to spend more restoring them'

is all-important: "Tatty ones are still worth buttons, but as prices of good cars rise, people are prepared to spend more restoring them."

While saloon values have climbed dramatically, Coupé and HPE prices have only firmed a little. The best Coupés can command £5-6000,

but the HPE bucks the trend of GTE-style sports estates by being worth less than its two-door stablemate: a fairly tidy one can be had for £2000. Again, even the sportier Betas can be very cheap if in poor condition, but Collins reckons that most of the really bad ones have long since rotted away. Be wary, though, because a neglected Beta really can rust.

Spider values are generally similar to those of the Coupé, but may command a slight wind-in-the-hair premium. Values could increase further, however. Collins concludes: "Interest in Betas is definitely on the up."



Once a laughing stock, the Beta 2000 saloon is now becoming rare and sought-after

RECENT AUCTION RESULTS

1977 Lancia Beta Spider £1595
Brightwells, Leominster, Nov 2011
1985 Beta Coupé VX £3675
ACA, Norfolk, September 2011
Lancia Beta HPE 2000 £250
ACA, Norfolk, October 2010
1981 Lancia Beta Spider £2625
ACA, Norfolk, July 2009

1984 Coupé VX
£4750, last owner
since 1991, 161bhp
Guy Croft engine
0118 983 1200 (T)
1978 Coupé 1600
£5995, rust-free
original condition
01702 543555 (T)



ROLLS-ROYCE SILVER CLOUD

The 'best car' of the late '50s and early '60s still looks remarkably affordable, reckons **Malcolm McKay**

PHOTOGRAPHY **TONY BAKER**



The Silver Cloud and Bentley S-series were Rolls-Royce's last 'standard' saloons built on a separate chassis, with imposing lines that set them apart from normal modes of motoring; they were also the last to have relatively straightforward mechanicals. If you would like to own one of the finest prestige motor cars ever built, they are currently excellent value.

Power steering, air-conditioning and electric windows became optional during Cloud production, although Rolls-Royce was too conservative to introduce such features as powered seats, which were expected on America's most opulent. But every component of a Cloud was exquisitely honed, for reliable service and a long life.

Clouds and S1s went through a time when they were cheap, and many were neglected. Beware: scruffy cars require vast expenditure to sort. Check potential purchases carefully and have a professional inspection if unsure. Take a long test drive and do not be satisfied with anything less than perfect working order.

S1s have the ultimate development of Royce's overhead-inlet, side-exhaust straight-six, with six instead of four exhaust and inlet ports among

numerous mods. Long before the Cloud entered production, the firm began developing a new, all-alloy V8: the crucial US market wouldn't accept anything less in a top-line sedan. Without ancillaries, it was 30lb lighter than the old 'six'. Surprisingly, the Silver Cloud wasn't designed with a wide engine bay; in fact, the V8 had to be made narrower than early prototypes and access is still difficult, due to spark plugs being below the exhaust manifolds and only accessible via awkward removable panels in the wheelarches.

Incredibly, there was no externally visible change for the V8 model (inside there was just a smaller steering wheel) and this 'sleeper' character gives the S2 a particular charm. The simple expedient of fitting twin headlamps and lowering the grille by 1½in gave the S3 a '60s feel and a new appeal, aided by a further performance hike.

Alongside the Standard Steel saloons (and LWB models), Britain's coachbuilders produced numerous specials on the Cloud/S-series chassis. They all cost much more than ordinary versions, but you might pick up a nice Cloud III/S3 coupé for £60,000 – and it is bound to appreciate.

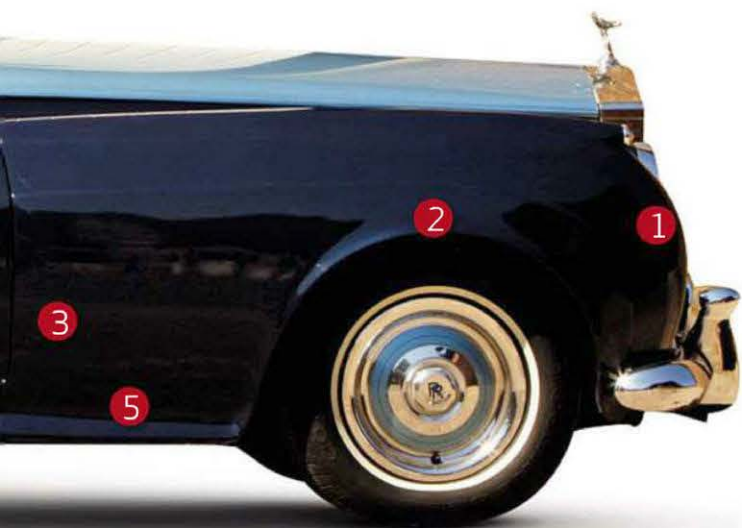
Thanks to Vintage & Prestige, which is selling the featured car: 07967 260673; www.vandp.net



Bentley differs only in grille, lowered on the twin-lamp S3



Martins' S1: most luxurious entry on '70 World Cup Rally



Rot spots

- 1 Front wings and valances around and below lights
- 2 Front inner and outer wheelarches
- 3 Bottom of bulkhead
- 4 Base of A-posts
- 5 Chassis at body mounting points
- 6 Front footwells
- 7 Inner and outer sills
- 8 Chassis rear side members (especially near battery)
- 9 Rear wheelarches, inner and outer
- 10 Boot floor and body mountings



Four-speed Hydramatic **transmission** is a little jerky, having a fluid flywheel not a torque converter; check it works in all gears and kicks down promptly



Interior condition makes the car; hide is relatively easy to have restored, but the wood should all match – and there are many individual items



Look for signs of regular maintenance on both **engines**. Correct antifreeze is vital, as are oil changes: inspect for signs of overheating, plus water and oil leaks. Though durable, engines do wear out and are costly to rebuild (late s/h'six' is £9600). HD6 carbs on early engines ('six' and V8) give better economy, HD8s better performance



Power **steering** is desirable on S1s, later standard. Ponderous due to its many turns lock-lock, but something's worn if there's significant free play



Among the best drums around, Cloud **brakes** will seize if unused for long periods. The servo (a Hispano-Suiza design) requires specialist care



S1s have a foot pedal-operated **oil-lubrication system**: prone to blockage when old, bringing rapid suspension wear. Later cars need annual lubrication



Built to last, but prone to fatigue if lubrication is neglected (or blocked), the **front suspension** can easily run up four-figure bills if it needs to be rebuilt



The condition of a Cloud's opulent interior is key to its character; check that all of the wood is present

On the road

In 1955, *The Autocar* wrote: 'The latest model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' While that was in the context of its day, do bear it in mind when test-driving, because not all Silver Clouds drive anything like as well today as they should – and overhauling them to a good standard is not cheap.

Six-cylinders should be silky-smooth, smoke-free and reasonably lively; from '58, they all had the ultimate 'Continental spec' offering more performance (at the cost of economy). The V8 with cast-iron liners is immensely torquey, but suffers if neglected: get under the car with a good light to inspect the weep holes for each cylinder – if there's water or excessive oil escaping, run away. Slight oil leaks are to be expected, especially from around the rear crankshaft thrower.

Cloud Is had centralised chassis lubrication by foot pedal; Cloud IIs had individual grease points with 10,000-mile/annual intervals. An air-con overhaul can be expensive, so check that the system works and, if not, negotiate the price.

Propshaft vibration is likely to be from the front 'Detroit joint', which is costly to refurbish; GW Autos does a modern prop conversion with a new centre mounting. The brakes should be powerful and light to use: if not, start saving.

Upgrades include fuel injection (from Classic Restorations Scotland), a modern auto 'box (GW Autos), vacuum-servo front discs plus uprated anti-roll bars front and rear (£6720, GW) and a more efficient gear-reduction starter motor.



Cloud leans; lots of arm-twirling with low-geared steering

OWNER'S VIEW Davide Bassoli



"My passion for English classic cars started when I was a teenager," recalls RREC registrar Bassoli. "I believe the Silver Cloud represents the peak of elegance of British saloons in the '50s and '60s. I bought my first Silver Cloud in 2002, when I was 29. Since then, I have had several others, including a rare S2 Continental HJ Mulliner Flying Spur. I prefer the refined and smooth six-cylinder to the more powerful V8: I like the feeling of driving a car with a separate chassis, crossplies and a huge steering wheel, which requires attention in the turns but gives a lot of satisfaction. The Silver Cloud is the best compromise in enjoying the pleasure of driving a classic in modern traffic. I'm working on a definitive book about all of the models."

The knowledge

WHAT TO PAY

Show/rebuilt	£45,000+
Average	£15-30,000
Restoration	£7-12,000

PARTS PRICES

Front wing lower half	£266
Outer sill	£223
Brake shoes (axle set, exchange)	£520
Brake master cylinder	£406
S1 water pump	£725
Ignition points	£66

CLUB

Rolls-Royce Enthusiasts' Club
01327 811788; www.rrec.org.uk

BOOKS

Rolls-Royce Silver Cloud I and Bentley S1
Bassoli & King, Complete Classics **Original**
Rolls-Royce & Bentley 1946-65 Taylor, Bay View Books **Rolls-Royce Silver Cloud**
Complete Story Robson, Crowood **Rolls-Royce Silver Cloud I, II, III & LWB** Pitt, CP Press

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Shows & Events

Beaulieu International Autojumble, Beaulieu Estate SO42 7ZN, 8th-9th September.

Goodwood Revival, Goodwood Estate, PO18 9PX 14th-16th September.

Exeter Kit Car Show, Westpoint Exeter EX5 1DJ, 27th-28th October.

NEC Classic Car Show, NEC Birmingham 16th-18th November.

Race Retro Historic & Motorsport Show, Stoneleigh Park, CV8 2LG 22nd-24th February 2013.

Techno Classica Essen, Germany 10th-14th April 2013.

Beaulieu

Goodwood

Stoneleigh

race retro

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TIMELINE

1955 Apr: Silver Cloud (2361 built) and Bentley S-series (3108 + 432 Continentals) introduced
1955 Autumn: Continental models with c178bhp
1956 March (export); Oct (home market): power steering and boot-mounted air-con are options
1957 Oct: LWB versions added, bodies chopped by Park Ward; Continental engine standardised
1959 Sep: Silver Cloud II (2717 built)/S2 (1920 + 388 Continentals) with 6.2-litre V8, c200bhp, c325lb ft, power steering, new ventilation system with optional air-con behind dash
1962 Autumn: Silver Cloud III (2810 built)/S3 (1318 + 311 Continentals) with four headlamps in restyled wings, interior improvements include separate front seats, engine uprated
1965 Autumn: Standard Steel production ends
1966 Spring: final Continentals delivered

FACTFILE

Sold/number built 1955-'65/15,365
Construction steel box-frame chassis, steel (or coachbuilt) body; aluminium doors/bonnet/bootlid
Engine iron-block, alloy-head, overhead-inlet, side-exhaust 4887cc 'six', twin SU HD6/8 carbs, or all-alloy pushrod 6230cc V8 **Max power** not quoted: c157-215bhp **Max torque** not quoted
Transmission four-speed GM-based Hydramatic, driving rear wheels; optional four-speed, three-synchro manual on 1955-'57 Bentley only
Suspension: front double wishbones, coils, anti-roll bar **rear** live axle, semi-elliptics, 'Z-bar' radius arm; adjustable lever-arm dampers f/r
Steering cam and roller, 4¼ turns lock-to-lock with Marles assistance, 4¼ turns without
Brakes 11¼in drums, with friction servo
Length 17ft 8in-18ft (5395-5480mm) **Width** 6ft 2½in (1892mm) **Height** 5ft 4¼in (1630mm)
Wheelbase 10ft 3in-10ft 7in (3124-3226mm)
Weight 4480-4650lb (2032-2184kg)
0-60mph 13.5-10.1 secs **Top speed** 103-114mph
Mpg 13-19 (six-cylinder); 10-17 (V8)
Price new £5802 (1960 Silver Cloud II)

INSURANCE

£175, for a 30-year-old London driver with full no-claims bonus and a clean licence on a garaged 1960 Cloud II as a second car, value £35,000, 5000 limited mileage. RH: 01277 206911.

THE ALTERNATIVES

CADILLAC FLEETWOOD

Regularly updated before, during and after the Cloud's lifetime, Cadillac's V8-powered (5.4-7-litre) top-line sedan/limo offered a wealth of luxury features.



UK-listed, but few were sold here: you're better off finding a dry-state car with minimal rot.

Sold/no built 1955-'65/c205,000 **Mpg** 9-15
0-60mph 11.2 secs **Top speed** 117mph
Price new £5186 (1960) **Price now** £20,000+



MERCEDES-BENZ 300 'ADENAUER'

Solid, staid-looking and very well built. Fuel injection from

1957 helped the 300 keep up with the Clouds. Rust and parts prices can be similarly scary, but a fine automobile if properly maintained.

Sold/no built 1951-'62/11,790 **Mpg** 10-16
0-60mph c17-12 secs **Top speed** 100-107mph
Price new £5222 (1960) **Price now** £50,000

One to buy £61,950

Year of registration 1965 **Recorded mileage** 119,428 **Vendor** Ghost Motors, Claygate Cross, Kent; tel: 01732 886002 **For** outstanding overall condition, mechanically sorted **Against** pricey

This superb late Cloud III had recently arrived at the vendor, but is well known to boss Charles Baseley. He had bought it back from the owner who purchased the car four years ago and retired to the Isle of Man with it. The black-over-Silver Sand paint is virtually perfect bar a tiny area of bubbling on the offside front wing. There's some minor pitting on both bumpers and the reversing-light surround, but it's barely noticeable.

Underneath, the massive chassis looks solid and thoroughly sealed – likewise, there isn't even any surface rust in the wheelarches. The boot has a solid floor and sports the original carpet (now NLA), plus the complement of small tools. The engine looks tidy, too, with no obvious leaks and just a fine mist of lubricant on the undertray. Its coolant is clear, with decent antifreeze strength, as are the hydraulic fluids. The engine oil is dark, though the car will be fully serviced, detailed and come with a fresh MoT on sale.

Inside it's magnificent, with beautiful wood-veneer door cappings and dash, plus the leather is spot-on – nicely creased but clearly well fed and pampered. The V8 fires almost instantly, settling to a smooth idle with plenty of charge on the gauge and the oil pressure at 'high' – from which it doesn't budge. There's hardly a jerk as the four-speed automatic 'box shifts smoothly through the gears – it also kicks down keenly – while the drum brakes are powerful yet nicely progressive.



Bodywork lovely; plenty of tread on Cooper 235/75R15s



Interior wonderful, with supple leather and mint carpet



Alloy V8 runs beautifully; smart bay will be further tidied



Supremely elegant
Silver Cloud was often specified in two-tone

Our verdict

All models have their own appeal, so decide which one best suits you before buying. Corrosion is the biggest enemy of these cars, closely followed by lax maintenance. Go for a car that's had money spent on it over recent years – the more the better – and cherish it in the same way. It should then become a faithful friend that will outlive you before it lets you down.

FOR

- The 'best car in the world' in its day
- Relatively affordable in standard body styles
- Exceptionally durable and reliable
- Capable of mixing it in modern traffic

AGAINST

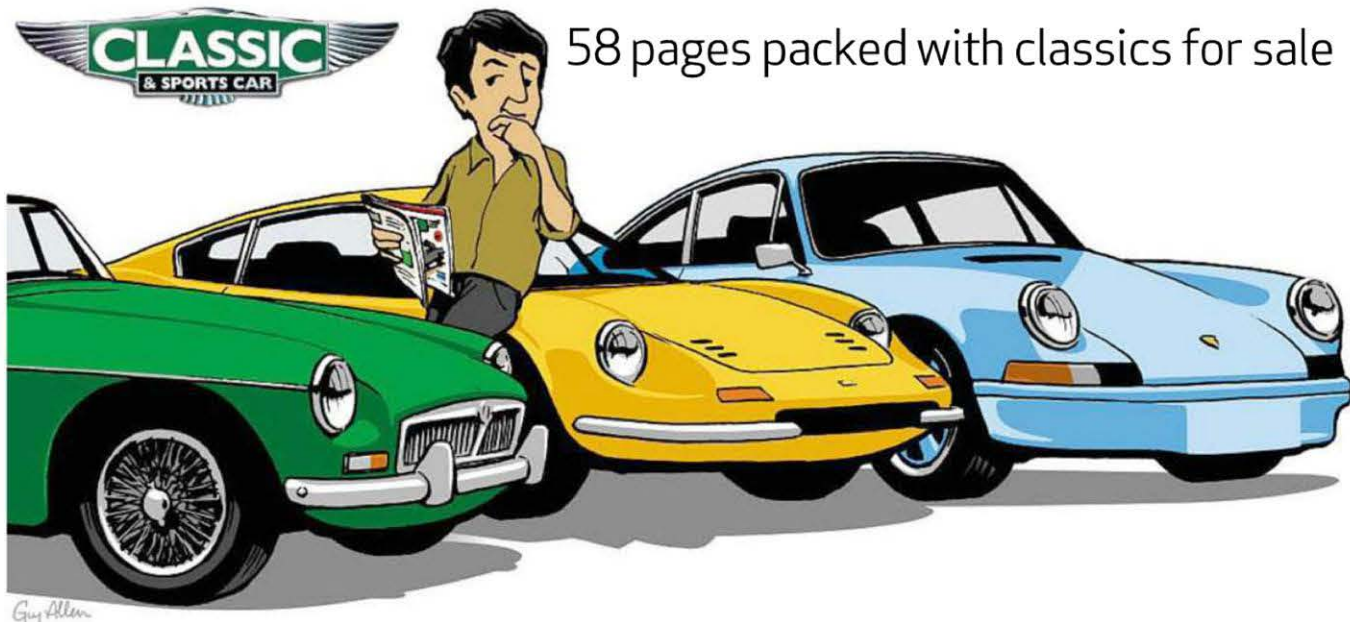
- A lot of steel to rot
- An apparent bargain can rapidly become very expensive to rectify if it has been unloved
- Won't fit most domestic garages

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What should buyers steer clear of? Temptingly cheap, second-rate classics. Always buy the best: what seems expensive is usually cheaper than buying to do up, because the cost of good restoration is high.
SEE P85

CASE HISTORIES Cars for sale we've tested this month



1952 Jaguar XK120 fhc p213



Lancia Appia Convertible p220



1966 MG Midget MkII p229

Tests are carried out by experts and are a fair reflection of the cars on the day they were viewed. They should not be taken as a full inspection, and buyers must satisfy themselves of a car's condition before purchase. Cars are sold without tax unless stated

PICK OF THE CLASSIFIEDS Starts on p236

1946 HAMILTON RILEY £14,000

1950s-style special with 2½-litre RM engine; 85-90% built, with alloy body, tubular chassis, rebuilt engine and overdrive, Moss gearbox, Connolly hide interior. Unique car.



1971 TRIUMPH TR6 PI £8990

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IN THE WORKSHOP Starts on p247

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1979 Aston Martin V8 Volante finished in Buckingham Green with Forest green and Magnolia hide interior and Forest green mohair electric hood. A full restoration of this car was carried out by us in 1999 and the car remains in superb condition today. Detailed service history with the car £75,000.



1979 Aston Martin V8 Volante finished in Dover White with contrasting black mohair hood and pale cream hide interior with walnut cappings. In 2011 this car was the subject of an in-depth restoration by Aston Martin Heritage dealer "Chiltern Aston"; the car was stripped to bare metal and all corrosion was eradicated prior to a top quality repaint in the original colour. The car was being prepared as surprise wedding transport for the owner's bride. A huge history file of all of the work is available with the car. £77,950



1987 Aston Martin V8 Volante series IV with fuel injection in Rolls Royce Royal blue with stone beige hide interior and a recently replaced dark blue mohair electric hood. The specification also includes electric soft top with tonneau cover, air conditioning, electric windows, 6 stack CD system, iPod connector and cruise control. One owner for the last 15 years with substantial bills for maintenance and upgrades. Undoubtedly one of the best available and sensibly priced at £79,950.



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CASE HISTORIES

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CITRÖËN DS20 PALLAS

Year of manufacture 1971 **Recorded mileage** 38,215km
Asking price £19,950 **Vendor** Oakfields, near Hook, Hampshire;
tel: 01256 760256; www.oakfields.com

WHEN IT WAS NEW

Price £1935 **Max power** 83bhp **Max torque** 106lb ft
0-60mph 14.4 secs **Top speed** 103mph **Mpg** 28

This DS was sold by Oakfields to an owner in Paris a couple of years ago, and before that it was Irish-registered. The DS20 is essentially a 'phase 2' DS19, using the 1985cc five-bearing engine introduced in 1968.

The body is straight and clean and the same white all over, with a few tiny bubbles in the wheelarch lips that will be attended to. All of the brightwork is present and correct, with some small scratches in places. Underneath, the punt looks solid, plus there's no rot or obvious leaks from the hydraulics. The exhaust looks mostly new from the flexi section back. The tyres are all Michelins, correct XASs on the front and ZXs on the rear because the narrower XASs are hard to come by.

Inside, the orange Jersey velour is generally good, aside from the driver's door card and armrest that will be retrimmed to match the fairly new seat covers - Oakfields' Andrew Donaldson was lucky enough to find a large roll of the right material a while ago. The headlining is excellent, the carpets slightly faded and the driver's heelpad is cracked, covered by a rubber mat, but these are minor details and the Gradulux rear blind - a lovely finishing touch - is in pristine order.

Under the bonnet, the LHM tank looks newish, and the same goes for the spheres, so someone may have been though the hydraulics in the not-too-distant past. The inner wings are in fine condition, plus the brake discs, pads and gaiters are all in good shape.

Fire it up (using the gear-selector lever) and the suspension rises within 20 secs. There are no oil or water gauges to worry about, but the motor is rattle-free and the tappets have just been set. The semi-automatic gearchange works smoothly up and down, plus the brakes are powerful and don't pull; there are no clonks or rattles as the DS displays its famous hydraulic armchair ride. The clock and period radio still work, too.

There's no paperwork apart from some French export documents, but the car will be sold with a new MoT and UK registration if needed.



SUMMARY

EXTERIOR

- Sound, good paint, with a few minor blemishes to be sorted

INTERIOR

- Nice; new trim on driver's door

MECHANICALS

- Appears healthy and sorted

VALUE ★★★★★☆☆☆☆

For Excellent overall; originality
Against Not everyone will get on with the gearbox
SHOULD I BUY IT?

It's a green-fluid car so easier to maintain than earlier hygroscopic red type. If you live in town, LHD and semi-auto 'box are bonuses





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BMW Z1 1992 48'km
Ferrari 250 GTE 1962
Ferrari 330 GT 1967
Ferrari 275 GTB/4 1968
Ferrari Dino 246 GT 1972
Ferrari 365 GT4 1976
Healey 100/4 BN 1 1954
Jaguar XK 120 FHC 1953
Jaguar XK 150 3.4 S DHC 1959
Maserati 3500 GTi 1962
Maserati Sebring 1965
Maserati Ghibli Cup 1995
MG B GT V8 1975
Porsche 911 3.2 Cabriolet 1987
Renault Alpine A110 1600 S
Riley 12/4 Special 1938
Volvo P1800 S 1963



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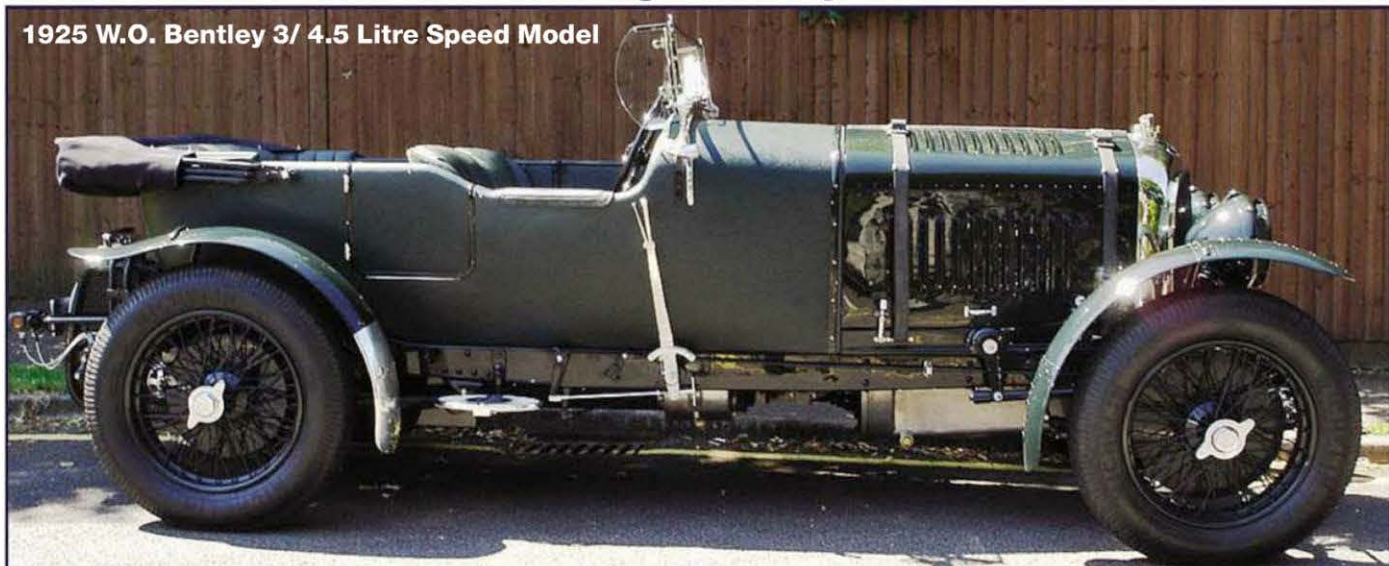
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1981 Road America



1981 Portland



1980 BMW M1 Procar

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Lagonda	V12 Rapide	1940	restored	Ferrari	458 Italia Spider	2012	new
Bentley	4 1/4 Vanden Plas Tourer (Campbell Design)	1936	original	Maserati	Ghibli 4700 Coupé	1973	original
Bentley	Mark VI H.J. Mulliner Special Saloon	RHD 1950	restored	Lamborghini	Espada Series III	1973	original
Bentley	S1 Continental Park Ward Drophead	LHD 1958	restored	Lancia	Aurelia B20 4th Series	LHD 1955	restored
Bentley	Continental IV Drophead	LHD 1994	10'500 km	Jaguar	XK120 M Roadster	LHD 1954	restored
Bentley	Continental R Coupé "Le Mans"	LHD 2001	1'200 km	Jaguar	XK140 Drophead	LHD 1956	original
Rolls Royce	Silver Ghost Barker Torpedo	1920	restored	Mercedes-Benz	600	1970	restored
Talbot Lago	Monoplace Décalée Grand Prix/Sports	1939	restored	Mercedes-Benz	500 SL W107	1989	29'000 km
Delahaye	135 M Chapron Cabriolet-Roadster	1937	restored	Ford	Thunderbird	1957	restored

For further enquiries or an appointment, please contact Philip Ringier.

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CASE HISTORIES

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FERRARI 328GTS

Year of manufacture 1988 **Recorded mileage** 35,232

Asking price £37,950 **Vendor** Slade's Garage, Penn, Bucks;

tel: 01494 812115; www.sladesgarage.com

WHEN IT WAS NEW

Price £32,200 **Max power** 270bhp **Max torque** 224lb ft

0-60mph 5.5 secs **Top speed** 163mph **Mpg** 19

This GTS, first supplied by Maranello Concessionaires and bought again from Egham by the previous owner in 1996 (for £43,360) is remarkably tidy. Its lowish mileage is confirmed by old MoTs and a good service history, which shows that it has already had several cambelt changes.

The body is smart, the sills and door-bottoms uncorroded and the floors flat. The front bumper may have been refinished but the rest of the paint looks original and the roof panel is good. The only rust is a little at the edges of the inner wings in the front lid opening. The lid itself is smart, without the characteristic kink on the right that many cars acquire.

The alloys are not scuffed, while the tyres are well-worn Goodyear Eagle ZR55s on the front (with an unused sister on the spare so they could be original), and slightly used Pirelli P Zeros on the rear.

The motor is dry on the outside and the exhaust is in excellent shape. Though the levels were in the right places, all of the fluids are due to be changed before the car goes out. Inside, the Crema leather is unworn and unmarked – plus the carpet and dashboard top are like new.

The fuel-injected V8 fires instantly cold or hot – something you couldn't always say about the carburettor cars – once you have got past the two immobilisers, and settles at 170°F while showing a solid 85psi oil pressure that hardly budes even when warm. It drives sweetly, with light, rattle-free steering and a taut chassis even with the top off. The Ferrari revs keenly and certainly feels as quick as it should be. The synchros work strongly, the brakes were a little spongy but bite well and were due a fluid change. The electric windows both function, the headlights pop up promptly, the clock works and even the air-con blows cold.

The car will be sold with the handbook, spare keys, both sets of tools, an MoT until March and that history, which was about to be augmented with yet another 18,500-mile service and belt change.



SUMMARY

EXTERIOR

- Almost as good as new; rusty wheelnuts will be replaced

INTERIOR

- Immaculate; everything works

MECHANICALS

- Fine history and will be gone through again before sale

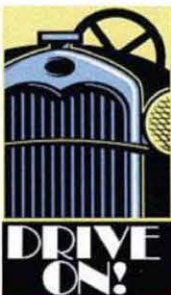
VALUE ★★★★★☆☆☆☆

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1903 Rambler 8 hp single - £57,500



1904 Darracq 15 hp four cylinder - £Please ask



1907 Rover 6 hp - £29,500



1915 Napier 16/20 hp - £52,500



1927 Donnet 7 CV - £17,250



1933 Lagonda M45 - £Please Ask



1903 Richard-Brasier twin cylinder - £Please ask



1904 De Dion 10 hp twin cylinder - £Please ask



1905 Sunbeam 12/14 - £Please ask



1913 Austro-Daimler 14/32 - £79,500



1920 Talbot 25/50 - £79,500



1927 Sunbeam 16.9 - £32,500



1935 Bentley 3 1/2 Litre - £135,000

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ALAN MANN GT40

This GT40 Mk1 was specially commissioned from Superformance in 2007 by Alan Mann as a celebration of the Alan Mann Racing Ford GT40 entry to the 1966 Sebring 12-Hours event, where two very special AMR prepared 'lightweight' GT40s raced in the team's legendary Red and Gold livery. The two GT40s were driven by the formidable talents of Sir John Whitmore/Frank Gardner alongside BRM Grand Prix team mates Graham Hill/Jackie Stewart, the latter pairing would be joined at the April Le Mans time trials by Paul Hawkins. The Alan Mann Racing Superformance GT40 passed its SVA Test and was registered late in 2007. The car was handed over to Alan Mann personally at the 2008 Autosport International Show at the NEC and was of course finished in the iconic AMR red and gold racing livery. It is the only customer car to feature a correct, original type ZF gearbox along with right-hand gear-change. Power



comes from a Roush-built Ford 342 cu. ins. (5.6 liter) V-8 with 4-barrel throttle body fuel injection. The car sits on BRM style wheels, 8x15 front and 10x15 rear. Suspension is adjustable, rose-jointed with Bilstein coil-over shocks. The interior features seats trimmed as per original along with period style switches and Smiths gauges. However unlike the original the Superformance GT40 has air conditioning with the unit cleverly disguised as a dry sump tank! The car has been little used since being built, most of the miles being put on when taken by Superformance to Le Mans, where it was met by Alan Mann. It has recently been tuned by Superformance and is "on the button" and ready to go. The classic GT40 needs no introduction, the famous Ford taking 1st, 2nd and 3rd places at the 1966 Le Mans 24 Hours being the stuff of legend. The Superformance GT40 Continuation is hand built by Hi-Tech in South Africa, under license from Safir Spares LLC who are holders of the GT40 trademark. In developing the GT40 continuation, engineers have gone to great lengths to ensure authenticity. So authentic in fact that the company can legally use the name "GT40" and over 85% of components, including the entire monocoque are interchangeable with an original car. The GT40 also carries the GT40/P chassis number and is eligible for the official GT40 registry. In addition, the race versions comply with the FIA Appendix K regulations for Historic Motorsport.

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3.2 Mondial

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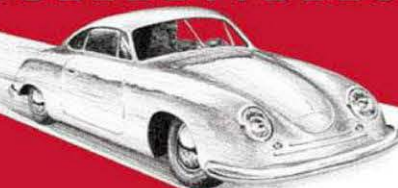
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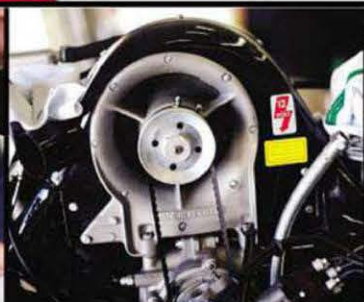
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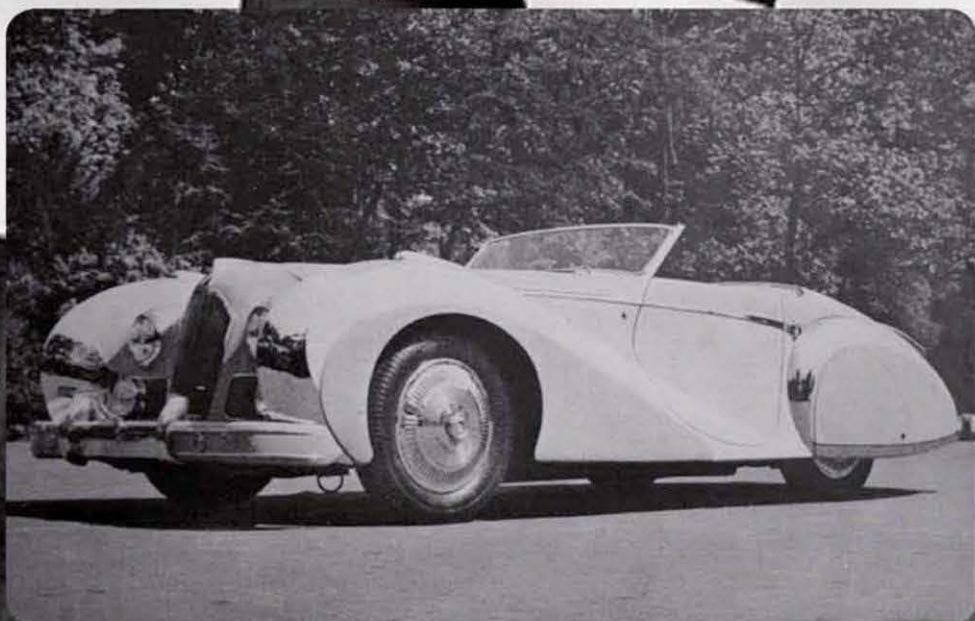
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This XK was rebuilt around five years ago from a US-market car imported in '95 and sensitively improved by its now deceased owner of 16 years. The extras include a 3.8 triple-carb motor, ZF five-speed 'box, rack steering, four-pot front brakes and an electric fan, though it still looks standard.

It's in fine fettle, and appears to have had little use, so the recorded mileage may be since rebuild - there's almost no history with the car apart from a V5. The paint is perfect and the only fault is that the nearside door fit is slightly out at the bottom, but the shutlines are good and all the brightwork excellent, including new repro tail-lights because the originals are always pitted. It sits on an un worn set of Trident radials - with the same on the spare - and the large Monza fuel cap is pleasing. Inside, the leather is fairly recent, with a few tiny nicks out of the surface of the passenger-side base, the dash is glossy and there's an original push-button Motorola radio. Under the bonnet it's all clean and tidy, with no leaks, the oil and coolant cleanish and to the right levels, plus there's a six-into-two stainless manifold leading into a new-looking stainless exhaust.

You can get in and out of this one easily - its wheel is smaller - rather than having to wedge yourself underneath the helm as is typical of most 120s. It fires instantly, with a muted burble through the twin-pipe system and drives just like you hoped an XK would: the steering is lighter than standard, but still with some weight; the gearchange has good synchros yet it is still notchy enough to give it character; and the unservoed brakes don't feel much up on standard - until you shove the pedal hard and almost stand the car on its nose. The gauges are right where you want them on an XK motor, showing 50psi of oil pressure and 70°C. There's plenty of prod on demand and above 3000rpm the exhaust note changes character, blasting and booming like a Spitfire. Great fun, plus the tall gearing giving 70mph at just 2500rpm means that it cruises effortlessly. It had been MoT'd the day before our visit, so the ticket runs until mid-August 2013.



SUMMARY

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INTERIOR

● Unworn and just needs to age

MECHANICALS

● Improved and with few miles

VALUE ★★★★★☆☆

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1988 Zimmer Golden Spirit Convertible. Left-hand drive. Built in the Neo-Classic 1930's style by the Zimmer Corporation in America and fitted from new with Ford Mustang 5.0 V8. These hand-built cars are very rare and this is one of the last built and probably the only example in the UK. Stunning in White with Navy Mohair hood, and matching hood cover and trunk cover. Light Beige leather trim piped Brown with Canadian Birdseye Walnut woodwork. Gold plated mascot and steering wheel boss. Automatic, PAS, air-conditioning, cruise control, electric Recaro seats from new, electric windows, electric mirrors, chrome wire wheels, dummy exterior exhausts and air-horns. This car was purchased new in the USA as a Coupe by it's original UK owner, from the Long Island Zimmer Distributor, Paul Presley (who interestingly claims to be Elvis Presley's cousin), and following import to the UK, converted to a Drophead by a German coach-building firm. He owned the car from 1988 to 2009 and it spent most of it's life in the Isle of Man and Marbella. Very low mileage of 26,000. £ 34,995



1965(C) Jaguar 3.8 S-Type. Tax exempt. Manual with overdrive. Carmen Red with as new Black leather. Show quality woodwork, chrome wire wheels, power-steering, original period radio. Superb body and paintwork following a bare metal repaint (documented with photographs). The engine has just had a major strip and rebuild including new main bearings, new pistons, timing chains, unleaded head conversion, gearbox overhauled, and new clutch. Pristine. £ 16,995



1979(V) Rolls Royce Silver Wraith II. Metallic Silver Mink with Navy leather and magnificent woodwork. Rare long wheelbase version of the Shadow II. Last owner 28 years and low warranted mileage of only 71,000. All usual refinements including cold A/C, cruise-control, electric seats, windows, mirrors, aerial, c-locking, original factory radio etc. Stored unused for 12 years and now recommended for the road. Superb condition throughout. £ 12,995



1973(M) Jaguar E-Type V12 2+2 Automatic. Primrose Yellow, Black leather. Original UK RHD car. 3 owners. Only 12000 miles covered in the last 28 years since a new factory engine was fitted in 1984. Only 8000 miles since the gearbox was rebuilt. Superb unrestored body-shell with excellent panel fit. Every bill from new in the substantial history file including the original purchase invoice, original handbooks and MOT's back to 1985. Stored unused for the last 6 years. Just been recommissioned and MOT'd, an unmolested example. £29,995



1970(J) Rover P5B 3.5 Litre Saloon. Tax exempt. Classic White with Black leather and Chestnut Wilton carpets. Automatic, PAS, Chrome Rostyle wheels, Lumenition electronic ignition, Kenlowe fan, SS exhaust system, period 8-track radio upgraded to play MP3 players. Only 2 owners from new with a large history file going back 30 years and all of the original handbooks. Bodywork and chromework was restored in the late 1980's /early 1990's with 4 new wings, new sills, new door skins and other repair panels and still in superb condition throughout. £7,995



1964(B) Jaguar MK2 3.8 Saloon. Tax exempt. Opalescent Maroon with Magnolia leather interior and Maroon carpets. Automatic, PAS, chrome wire wheels. Remote alarm. Imported from California in 1990 and totally restored from a bare bodyshell and converted to right-hand drive. All photographs to document the restoration and plenty of bills in the history folder. This is an extremely nice car throughout. £ 23,995



2001(V) Vauxhall VX220. Metallic Silver with Mulberry leather and matching Mulberry roof. Fuel injected 2.2 litre 147 BHP 16V. Only 6,800 genuine miles from new. Looks like she has never been driven in the rain, suspension and underneath look like new. Fitted with original alloy wheels, stereo system fitted with Parrot handsfree kit. Rarer and better built than the Lotus Elise but with identical running gear. VOSA MOT history print-out. As new throughout. £ 13,495



1996(N) Bentley Turbo R James Young Special. Finished in Madagascar Purple Mica, bespoke leather interior with colour co-ordinated Carbon Fibre dashboard with extra gauges and push-button starter, smoked glass, inlaid grills to the front wings and bonnet. Bentley fitted briefcase. All usual Bentley refinements. Same owner for the last 11 years, only 69,000 miles with impeccable service history, maintained with no expense spared. This car still looks like new. £22,995



1972(K) Triumph Stag Mk1. Tax exempt. Pimento Red, Auto, PAS, original correct Rostyle chrome hubcaps (Stag alloys could be fitted at extra cost if preferred), hard/soft tops. Only 3 owners and 87600 miles recorded. Huge history folder going back over 30 years showing a body restoration and mechanical rebuild several years ago and ongoing improvements which have brought this example up to near showroom condition (one trophy comes with the car). Absolutely pristine £12,995



1977(S) Triumph Stag Mk2. Russet with Beige Ambia. Only had 2 owners from new. Automatic, PAS, original radio, SS exhaust. Unused from 2001 to 2011 and now fully recommissioned. Warranted 65,000 miles with new factory engine fitted at 35,000 miles. Huge history file going back 30 years with every bill and receipt, old MOT's etc. In recent years there are bills for new heads, complete body renovation, rebuilt gearbox, rebuilt differential etc. Really exceptional condition. £ 12,995



1983(V) Panther Kallista 2.8 Ford V6 - available in late Sept. Very rare carburettor model UK and Southern Ireland registration documents. 2-tone Metallic Gunmetal Grey and Silver with Light Grey leather and Black hood. 5-speed wire wheels, stainless steel running board protectors, wood door cappings. Stored unused since 2003 with 60200 miles recorded which is believed to be correct. Should have had recommissioning service including Alternator & fuel pump, and Mot by time of arrival. Very nice condition. £11,995

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Race

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1954 Allard P2 Safari Station Wagon - 1 of only 10 built! - £52,500

Registration no. OUE 79 Chassis no. P2 4009

Just ten Allard P2 Safari station wagons were built, only four now remain and this is one of the best. 'Chassis up' restoration completed in 1992, with documentation of the restoration available plus all bills since 1988. Rebuilt engine and gearbox by 'flat head' engine specialists Nordan Exports. Well maintained with just 21,000 miles since restoration. Original condition except for the white colour scheme. Brown Connolly hide interior. Recent refurbishments include over £2,000 of work on the body and replacing defective woodwork. Five new radial tyres fitted three years ago and new rear shock absorbers last year. Original correspondence associated with Sydney Allard and others are included with the car, as well as a copy old-style logbook. Road fund licence, MOT & Swansea V5. A past concours winner, needs just a little more love and attention to return her to that status. A truly lovely example of a very special car. An ideal touring car for Goodwood.



1974 Citroen SM - £35,000

1974 Citroen SM 2.7 litre V6 170 bhp carburettor engine, 5 speed manual. Beautiful cream coachwork almost unmarked with unmarked tan leather trim & oatmeal carpets. Blaupunkt radio, stainless steel exhaust. Electric windows & PAS, original rear spats & handbook. Original UK market car with 64,000 miles and 4 previous owners. Owned since 1990 by the late David Chaukin - the SM aficionado. The Citroen Car Club has established that the car was built in January 1974 and that the original injection engine has at some point been changed to a carburettor type. This car has just had a re-ground crank shaft, mains and big end bearings; still needs running in. Chassis Number OOSC 3478. Recently fitted with Michelin YWX 250/70 tyres. New MOT supplied with sale. At the time this was the fastest front wheel drive production car, with a top speed of 140 mph! Citroen SMs are really starting to be appreciated for what they are and values are increasing rapidly.



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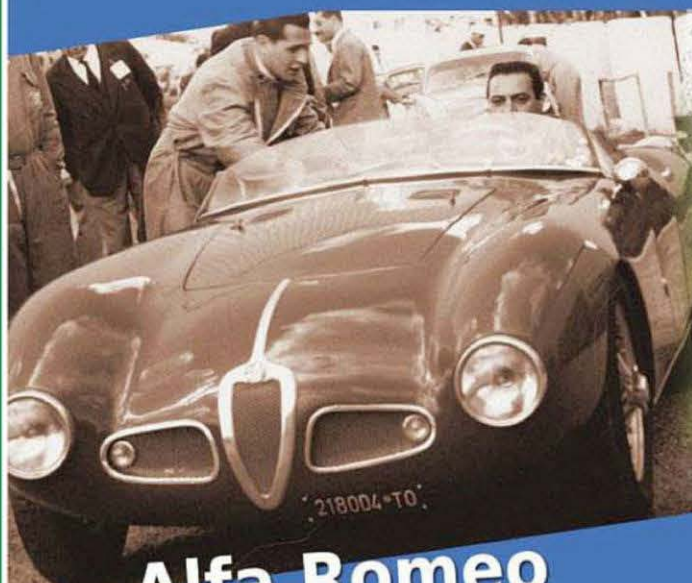
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Delahaye 235 MS Chapron DHC, 1952, RHD, total gearbox, 6-cylinder in line engine, 3.6 ltr., 152 hp, chrome wire wheels, Pebble Beach 2006.



Aston Martin V 8, 1978, first-hand, steel sliding roof, black interior.



Ferrari 500 Mondial PF Spider, 1954, engine 750 Monza, american race hist.



MB 320 Cabriolet A, 1938, RHD, runs, to be restored, very good substance.



Bentley 3 1/2 ltr. Van den Plas DHC, 1936, wonderful orig. condition, full doc.



Porsche 911 Carrera RS 2.7, 1973, matching numbers, 4.200 km since rest.



MB 300 d Cabriolet D, 1959, RHD, ex Jimmy Page, just 65 produced, restored.



Aston Martin DB 5, 1964, LHD, 1. owner Castrol Ltd., rest. at Aston Martin Workshop.



AC Ace, 1957, RHD, well doc., rest. by Sanderson/Taylor, MM eligible.

AM DB2 /4 MK3 Saloon, 1958, fiesta red.
Ferrari 365 GTB/4 Daytona Spider, 1972.
Jaguar SS 1 Coupé, 1933, very rare!
Jaguar XK 140/150 OTS, choice of 3!
Jaguar SS 100 2.5 ltr. OTS, 1937, red.
Jaguar C-Type "Recreation", 1953, brg.
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Lancia Aurelia GT B20 S, 1954, silvergreen.
Maserati Mistral Spider, 1965, silver.
MB 500 Nürburg Cab. Voll&Ruhrbeck, 1934.

MB 540 K Cabriolet, 1937, RHD!
MB 170 S Cabriolet A/B to choose!
MB 300 S Cab., 1952, Nr. 17, very early car!
MB 300 S Coupé, 1953, green metallic.
MB 0319 D Panoramabus, 1965, org. int.!
RR PH II Continental Sports Saloon, 1933!
RR Corniche III Cabriolet, 1991, black.
Porsche 356 A 1600 Cabrio, 1959, red.
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The monocoque body is in tidy order, plus the sills and floors are sharp, with no corrosion evident anywhere, fresh underseal and a stainless-steel exhaust system that appears recent. The inner wings are good, beneath a thick layer of underseal. There are a couple of star chips on the bootlid, probably as a result of it being well loaded on that trip to Italy.

The tyres are a decent set of Vredestein radials, with an almost unused Firestone on the spare wheel, along with a bottle of Valvemaster in the boot, plus some spare bulbs and a fanbelt. All of the chromework is excellent and the newish-looking hood folds easily once you know the secret, stowing away completely out of sight behind the seat. There's a tidy tonneau cover in the same material, too.

Under the bonnet, the little 1091cc V4 is tidy and dry. Fresh fuel filters are a good sign of regular maintenance. The coolant is to the top level, although it isn't very green. The engine is started, Ferrari-like, by pushing in the key once you have rotated it. Coachbuilt cars got the eight-port head, along with a twin-choke Weber, so it's a bit more lively than the standard saloon, and the performance is roughly on a par with a 1098cc Midget – though delivered in a much more sophisticated manner.

First gear is noisy – which might well be normal – but the gearchanges are smooth with good synchros. Oil pressure, warm and running, is 40psi, with water temperature steady at 70°C. The car will be sold with an MoT until 23 March 2013, an original instruction book and a spare set of keys.



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Rolls Royce 2025 Windover Sports Saloon 1934. Black and Cream. Beige Wool Cloth interior Front and Rear. 03906 miles. Very good history file. A very special car with good history and 1 years MOT. Many extras. **£49,950.**



Rolls Royce Silver Shadow 2. 1980. Le Mans Blue over Shell Grey. Blue grey hide. 46912 miles. Full service history including bills and MOT's. This car is perfect. **£24,950.**



Rolls Royce Silver Shadow 1. 1974. Scots pine, grey hide interior. 66200 miles. Full service history + Invoices and old MOT's. A very attractive car in 1st class condition, very hard to find better. **£16,950**



Rolls Royce Silver Spirit 1986. Cotswold. Sandstone piped brown interior. 40900 miles. Full service history + MOT's. This car is as new. Registration number not included. **£16,950**



Rolls Royce Silver Cloud 3. 1965. Black over silver sand, red hide interior. 113900 miles. Very good history file. Maintained to the highest standard. Isle of Man car in perfect condition. A credit to the last owner. Number not included. **£61,950.**



Bentley T Series 1976. 2 tone blue, light grey hide. 118799 miles. Full service history MOT's and invoices. Picnic tables, nearside mirror, over rugs, boot rug, front headrests & rear seat belts. **£16,950.**



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(3.5 Rover V8)

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Fiat Tipo 2 Spyder, 1912.
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Ford Escort MK1 RS2000 Rally Grp.4, 1972.
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Jaguar E-Type LHD Lightweight FIA, 1963.

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Lancia Flaminia 2.8 SS Zagato, 1964.
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This car was built for the 2010 Rallye Monte-Carlo Historique, with three further events now under its belt. The specification is huge, including an MED motor, a rollcage, an Ashley hard-top, a five-speed gearbox and telescopic shock absorbers all round – for the full list, see RPS' website.

The body is tidy and rot-free, though two snowy Montes and gravel have slightly taken their toll on the cosmetics. There's sub-surface bubbling in the wheelarch lips and along the bottom of both sills, though pull the jacking-point rubbers and you find it is solid inside, with good floorpans and spring boxes, plus it has been brushed regularly with old engine oil... but it will need attending to before too long to prevent the rust from taking hold. The bumpers and tail-lights are lightly microblistered and the Midget is currently riding on a decent set of Firestone F590 radials.

Inside, there is the full complement of rally kit (except a tripmeter), with a heated front windscreen and Willans harnesses lifted until 2015. The dash sports an electronic Smiths rev counter looking just like the original, which comes with the car. The modern sports seats are a touch grubby but would clean up, and the worst parts are the door seals, which are worn and damaged – it's a small car to climb into and out of, though there's adequate room once you're in.

The MED engine is of uncertain capacity, but let's just say that it's somewhere between 1275 and 1380cc. Its coolant is clear and green, the oil cleanish and there's a new alternator. The unit feels strong and healthy, with a lovely rasp to the exhaust.

The Midget is super-nimble to drive, with great steering feel and smooth brakes, plus the five-speed Ford Type 9 gearbox – with its mildly overdriven top – gives 80mph cruising at 4100rpm. Oil pressure is 40psi at warm tickover, 60psi at any revs, and the electric fan cuts in at 170°F. The car will come with FIVA papers, 12 months' MoT and a large number of spare wheels with different rubber options.



SUMMARY

EXTERIOR

● Presentable, some bubbling

INTERIOR

● 'As-used', with worn door seals

MECHANICALS

● Feels sharp and strong

VALUE ★★★★★★☆☆

For Super build, drives tightly

Against Will need some minor

paintwork before too long

SHOULD I BUY IT?

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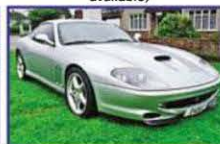
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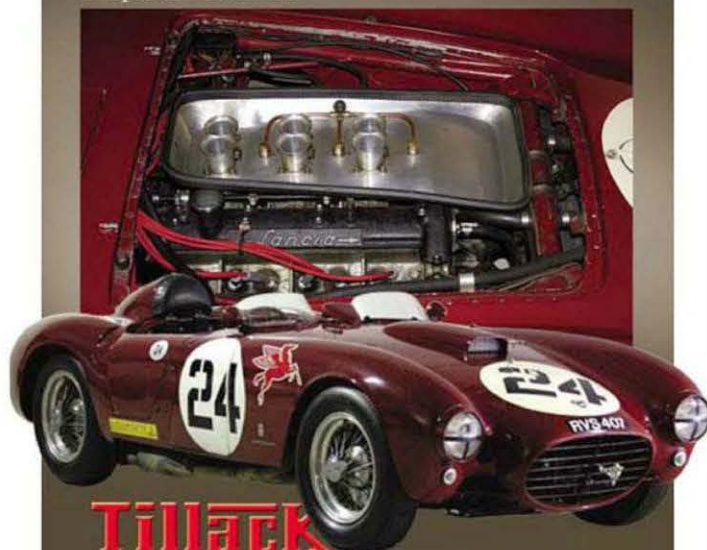
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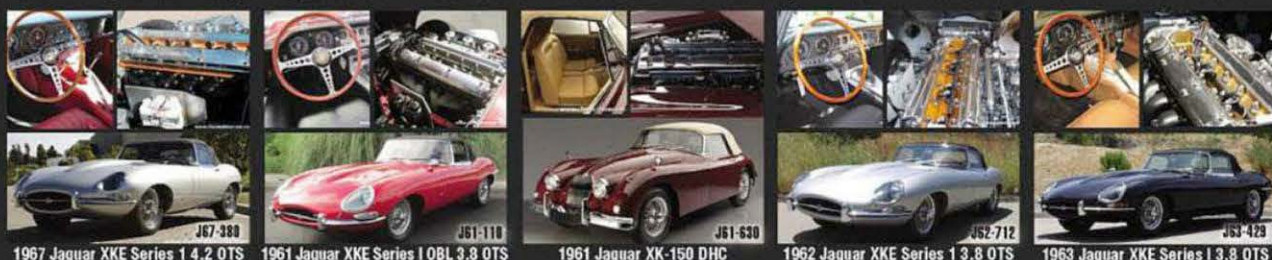
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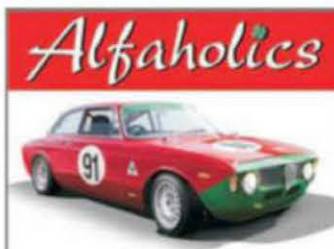
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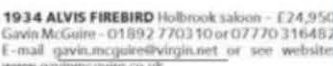
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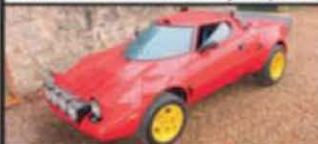


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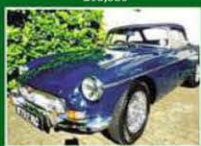
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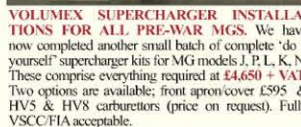
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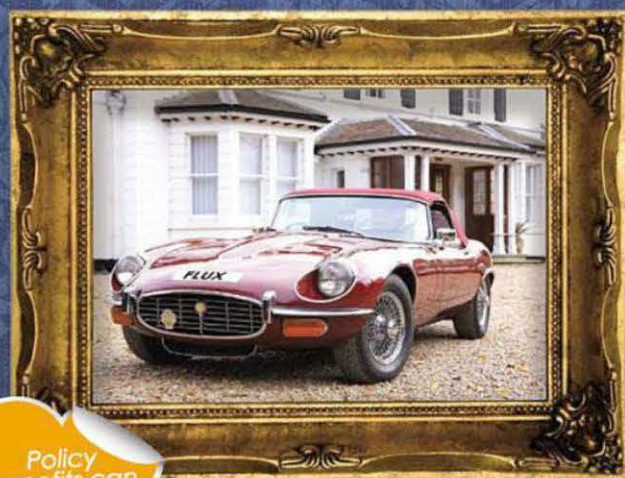
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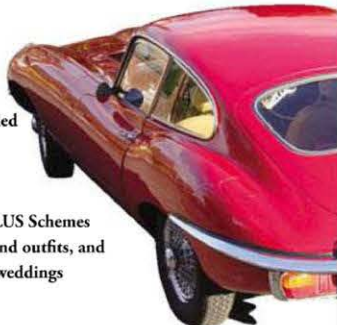


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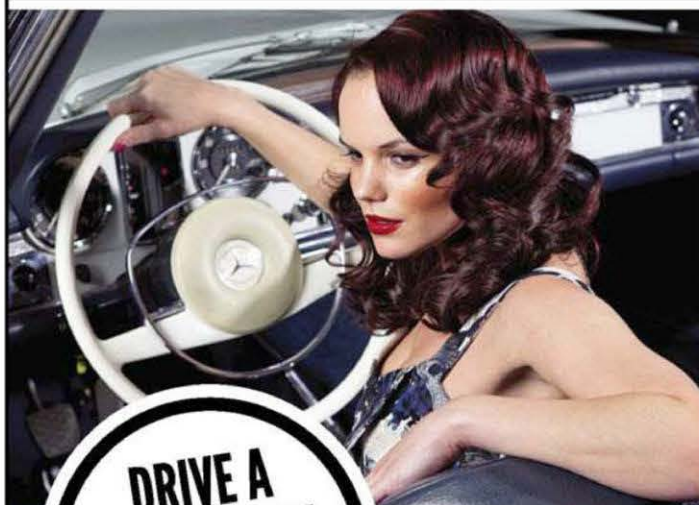


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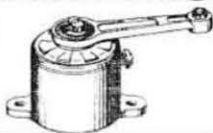
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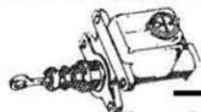
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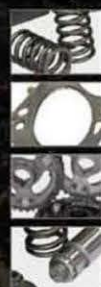
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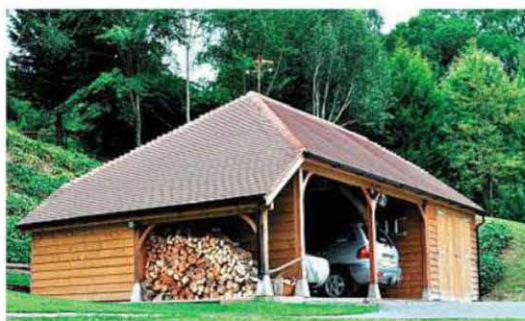
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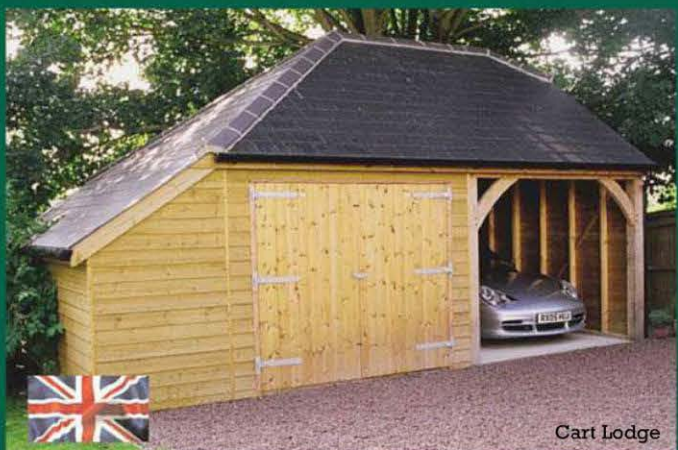
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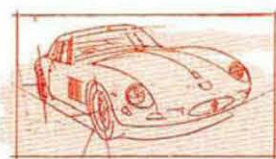
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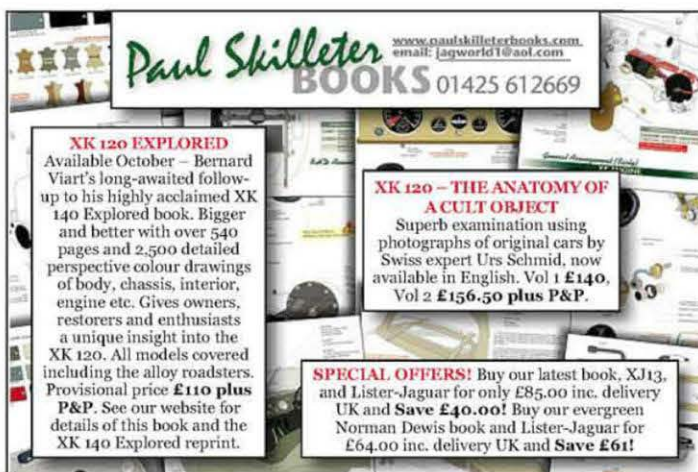
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Alastair Clements

Then Editor, 2010-date

Now Still clinging on...

C&SC career 1999-2003

and 2006-date

First classic Morris Minor 1000

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(plus an AC Ace & Jaguar MkX)

'This tour had everything: culture, thrills, camping... plus plenty of overheating'



Current incumbent of the magazine editor's chair **Alastair Clements** picks his highlight from 12 years at C&SC

Those who have gone before me (both on this page and in this job) have already paid tribute to the fantastically dedicated, passionate, knowledgeable and loyal group of people who make *Classic & Sports Car* what it is, and I can only concur, but what of the other major component? As our unofficial mantra (introduced by James Elliott in the 30th-anniversary issue earlier this year) goes: 'It's all about the cars.'

Because for us, it really is. And I don't just mean the superb examples of both the everyday and the exotic that their exceptionally generous owners are kind enough to let us sample for the photoshoots that feature within the magazine, but also the many and varied old crocks that we struggle – together – to keep on the road all year round. Contrary to popular belief, the cars on the *Our classics* fleet belong not to our masters at Haymarket, but to the individuals who run and love them – in many cases day in, day out, as the epic monthly mileages in their updates bear witness.

The diversity of the machinery that passes through the C&SC car park is testament to our catholic tastes, like a mini cross-section of the classic-car world (albeit perhaps the more affordable end), and to keep them going requires a fair amount of learning and commitment. Because the cars are funded

by our own rather limited resources, few are likely to worry the concours finalists but, with the whole team mucking in, between us we manage to get them running well and looking presentable – for most of the time, at least.

Nothing better sums up that team spirit than our annual(ish) Poor Boys' Tour. This supremely informal event is always one of the highlights of my classic year. Grand plans for the itinerary are always dreamed up, then more often than not abandoned as the route is cobbled together at the last minute over a lunch-hour after the latest magazine has gone to press. And, for me, no Poor Boys' Tour has ever bettered our run to the Grand Prix de l'Age d'Or at Montlhéry (C&SC, September 2001).

The trip perfectly followed the classic Poor Boys template, with an eclectic selection of classics – spanning four generations – dodging the *autoroutes* to wind their way along some brilliant roads for 700 wonderful miles behind 'Pathfinder' Walsh and his occasionally erratic map-reading. This trip had everything: our aforementioned Squadron Leader making his annual vain attempt to get the rest of his motley crew to appreciate a bit of culture, in this case the inspirational calm of Claude Monet's garden at Giverny; the thrill of lapping the long-forgotten road circuit at Rouen; the antithesis of 'glamping' with leaky tents, no stove and thin bedding rolls; an

obligatory late-night ride, five-up, in Evans the taxi's BMW 2002; a guerilla raid on the Palace of Versailles, encouraged by photographer James Mann, for an ever-so-slightly illegal photocall; and plenty of overheating plus a couple of minor breakdowns, with the ensuing roadside fixes.

On the way, we got quite lost, had a lot of laughs, unearthed for Mick his traditional French *tarte* (note the e), drank several warm beers – and even executed the world's least-athletic Le Mans start outside some unfortunate French aristo's *château*. All topped off by a unique photo opportunity on the

(surprisingly steep!) historic banking of the Montlhéry circuit, plus a weekend of classic nostalgia at an evocative venue. We have since repeated that French formula with tours to the stunning Le Mans Classic and the delightful family atmosphere of dealer Christophe Pund's Cassel hillclimb.

We may have our arguments – and, believe me, we do – but every time the team sets off on a PBT it reaffirms the passion that led each member to beat a path to C&SC's door, and that (hopefully) comes through in every page of the magazine that we all strive to improve upon with every issue.



Poor Boys '01: only Hardiman (2nd l) and Heseltine (r) have left, but both still write for C&SC

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